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ED SPEAK

This is the 399th issue of Fast Car magazine, which means we celebrate the big four zero-zero next month. And to celebrate we're putting together a special edition that will include free gifts, special features and a big jump in issue size, in fact, we've been planning it for months.

With this in mind, I found myself subconsciously saving the better feature cars for the 400th issue, when I realised that every car we feature is awesome (that's why we are featuring it in the first place). What I was effectively doing for the 400th issue is exactly what I aim to do every month anyway: deliver the best and most inspiring cars in the world, whether they are budget home builds or company demos. This issue is testament to that...

You'll find features on some of the fastest hatches in the UK, from Grant's 1010bhp Focus to the pair of turbocharged Mk3 Golfs, to some more aesthetically pleasing metal like Meguiar's Sunny pickup and Kieran's Clio RS200 (which is still packing a Megane turbo engine). So yeah, I think you'll agree that the cars in this issue are as special as always, and as I've already mentioned, next month's will be equally as inspiring, plus you'll get a free air freshener and stickers. Until then, enjoy the mag.

Big Love,

Jules

NEXT ISSUE ON SALE FRIDAY 14 SEPTEMBER



SLIM JULES
EDITOR

"I guess it's a bit like celebrating your 39th birthday. Not that I know what that's like!"

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.
jules.truss@kelseymedia.co.uk



MIDGE
CONTRIBUTING
EDITOR

"You never celebrated my 39th birthday? In fact, you didn't even get me a card."

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.
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INITIAL G
ART EDITOR

"39? Ooh to be carefree and young again. You lot don't know you're born!"

Thirty years of design experience, champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.
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GLEND A
WEBSITE EDITOR

"It's my 40th next year and you're all invited to the party. Bring a bottle."

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.
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THE CARS

Datsun Sunny Pickup 010
 One of the cleanest pickups around. In more ways than one.

Renault Clio RS200 026
 A fully customised, wide-arched Clio. Is it 2005? Nope it's 2018 and it's awesome.

Ford Fiesta 050
 Thailand is famous for many things, some of which we can't mention in this family-friendly magazine. We can mention this awesome Fiesta though!



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Snap, Crackle and Pop 035
 We investigate the noisy world of 'Pop & Bang' remaps. Are they a good idea? Find out here...



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 There's no fake news here, people. Just facts and a chance to win an awesome WORX Hydrosnot. Get your entries in!

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SUPERCAR HUNTERS

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 Not one but two big power, turbocharged, engine-swapped Mk3 Golfs.

Ford Focus RS 075
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Toyota Soarer 082
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OUT THERE

Gravity 019
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#Scene18 100
 It has been a while since we've covered a cruise in Fast Car, let's see what this is all about...

Just yes!



TRAX DONINGTON

Photos Chris Frosin

Just like TRAX Silverstone, but in July and at Donington Park...

That's right people, TRAX has got so big that the guys at Fast Car Entertainment decided it was time to expand the show and launch a brand new event for 2018. Welcome to TRAX Donington.

The ethos of the original show was replicated at the Leicestershire-based circuit, and with static display areas at the heart of things, visitors found themselves wandering through a sea of performance metal for hours. From the high-end to the outrageous, there was something for everyone. This included club displays, anniversary displays and dedicated areas to captivate show-goers with many only pulling themselves away for rehydration and ice cream.

Entwined within the masses of club cars, dedicated areas dazzled brightly with McLarens, Porsches and Ferraris all packed into the Super Car Corner & Supercar Driver Display. Raw power was also represented around the show with incredible track rarities found in the Motorsport Paddock. BMW M Cars and E46s also celebrated a memorable year with dedicated paddocks. And the best display of the show? Well, that would be Fast Car stand, of course – even if we are a tad biased.

So, a big shout-out goes to all of our

stand car owners who braved the heat, slapped on the factor 50 and represented the magazine!

The track timetable was fully booked with masses of action, including dedicated sessions for those owners bold enough to take their high-end metal around the famous Donington Circuit, as well as loads of public track sessions.

For those who were more hands on, Prodrift Academy were in attendance offering enthusiasts drifting lessons,

giving them a chance to wow their friends with their sideways ability. Children's charity Sporting Bears were also there offering passenger rides in some of the world's most sought after supercars with all funds raised going to Rainbows – a hospice for children and young people.

TRAX Donington put the wheels in motion by unifying a series of TRAX events. TRAX Silverstone is still to come this season on Sunday 7 October. And you don't want to miss that one!

Hmm, left or right?





What time are the Venga Boys playing the main stage?



Sun's out, guns out...



"FOR MANY SHOWING THEIR CAR AT A SHOW IS WHAT IT'S ALL ABOUT. WHERE LIKE-MINDED CAR GUYS GATHER TO RESPECT EACH OTHER'S RIDES, AND WHERE THE GENERAL PUBLIC COME TO DO THE OPPOSITE..."

Before I go into full Angry Man mode, let's get one thing straight: I'm not talking about you and me, we get it. I'm talking about Gary, Carol and their bundle of joy, Timmy. They think that paying the entrance fee to a show allows them to touch and sit in every car they see...

Now, if little Timmy wants to sit in a car, most of us would be more than happy to open the door and let him take a pew; he's the next generation after all. We're all for lighting that spark that will ignite his passion for cars for years to come, but the key here is the asking bit! Yup, unfortunately, a lot of parents seem to think it's cool for their kids to open the doors, climb over the seats (with a melting ice cream in hand), and have a right little fondle before getting out and rubbing their sticky fingers over the freshly polished paint. To be fair, it's not the kid's fault, but the parents for letting them think this is acceptable behaviour.

I'm pretty sure Carol would lose her shit if I popped over and started prodding her Elizabeth Duke Jewellery collection from Argos.

If a car is on show, it's because it's the owner's pride and joy, something they've spent their personal money on. The last thing they want is for sticky fingerprints to be left over the paint and ice cream stains on the seats. And even more worryingly, there are some adults who think it's fine to sit on cars and grab a selfie. It will be a sad day when cars have to be roped off and locked up. So get a grip people - respect other people's possessions!

The Angry Man



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you :~)

Competition

WIN A

WORX

Hydroshot kit

That's right readers, the lovely guys and girls at WORX tools want to give away not one, not two, not three, not even four but a crazy FIVE Hydroshot kits!

Regular readers will no doubt remember the glittering review we gave the Hydroshot a couple of months back, so they'll probably already be logging on to www.fastcar.co.uk and entering this awesome competition. But for those of you who aren't familiar with this awesome product, the Hydroshot is a lithium-powered, portable pressure washer with a 22bar punch and it's absolutely perfect

for giving your car a once over at a car show. Don't confuse it with those 12v portable cleaners, this thing is in another league in regards to its power output and portability – and you could own one by hitting the link below.

We're not even going to ask you a silly question like what's the common name for H2O, nope. You just have to pop the URL below into your web browser, enter your details before midnight, 13th of September 2018, and hope you're one of five very lucky winners to scoop the £169.99 Hydroshot kit (WG169E.1). Good luck!



Hydroshot Features:

- 20v Li-Ion battery
- 22bar pressure
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Accessories Included (WG169E.1):

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- Carry Case
- Charger
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- Manufacturer's 3 year guarantee (when registered online)



ENTER HERE: www.fastcar.co.uk/hydroshot

The legal bit...

1. Entrants must be residents of the UK aged 18 or over. Using false details will result in disqualification.
2. This prize draw is not open to employees or contractors of Kelsey Media, any person directly or indirectly involved with Kelsey Media or the running of the prize draw or their direct family members.
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7. Kelsey Media's decision is final and no correspondence will be entered into.
8. The winner may be required to participate in publicity and the prize draw may appear in other promotional materials.
9. When entering any competition, we will ask you for your consent to allow us and potentially other companies to keep in contact about other promotions, offers and news. You are under no obligation to consent and this in no way affects your eligibility to still enter the competition. If you do decide to opt in you can always unsubscribe at any time, if you wish to do so. Kelsey Media will only ever use your information in line with its Privacy Policy. For full details, visit co.uk/privacy-policy.
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11. Entrants will be deemed to have accepted these terms and conditions and to have agreed to be bound by them when entering this prize draw.
12. Competition closes at midnight, 13th September 2018.

No stress.



Make	Model	Year	Size	Product Type	Pair of Discs Complete with Bell	Assembled Pair RRP (Inc. VAT)	Replacement Disc Ring (single) (Inc. VAT)
Honda	Civic Type R (FK2)	2015-2017	350x32	2-piece conversion	SG2FC2028	£888.00	£280.80
Honda	Civic Type R (FK8)	2017-	350x32	2-piece conversion	SG2FC2028	£888.00	£280.80
Mitsubishi	Lancer Evo 10	2008-2016	350x32	OE replacement	SG2F001	£768.00	£280.80
Nissan	GT-R (R35)	2011-	390x34	OE replacement	SG2F002	£1026.00	£378.00
Vauxhall	Astra VXR (J)	2012-	355x32	OE replacement	SG2F003	£768.00	£288.00
Vauxhall	Insignia VXR	2009-2017	355x32	OE replacement	SG2F004	£834.00	£288.00

Introducing EBC Racing's brand-new range of 2-piece high performance brake discs. These UK made fully-floating discs utilise high carbon friction rings coupled to lightweight aluminium bells via a plurality of stainless-steel drive bobbins. These bobbins slide freely in slots machined in the friction ring, allowing the outer cast iron disc to expand and contract freely by up to 3.0mm in response to heat generated through braking. By allowing the outer friction ring to expand and contract freely the stress in the brake disc is reduced considerably, preventing cracking and warping even after prolonged periods of track driving.

Discs are priced per fully assembled pair and available via two purchase routes; as a direct replacement for performance vehicles where a 2-piece disc is fitted as OE, or as a 2-piece floating disc conversion for vehicles where a 1-piece disc is fitted as standard (2-piece floating conversions require no modifications to the vehicle and are totally interchangeable with the original brake disc).

Discs are handed and feature directional curved vanes for maximum cooling efficiency. All disc rings are cast out of a 'G3500' disc alloy containing high carbon and copper content and is the highest grade of casting alloy available.

No Trucks Given

The last two Meguiar's promo vehicles were American Fords. This one... well, it isn't. It's a pimped JDM cruiser with a flawless finish and style for days - but just what the hell is it?





HOT RIDE: DATSUN SUNNY

If you take a map of any British town and draw a straight line across it from one side to the other, you'll meet certain constants. Regardless of the angle, or indeed the town, your line will almost certainly pass through a backstreet tyre fitter with a smattering of grubby TSW five-spokes nailed to the wall, and a closed-down motor factors with whitewashed windows that's long since succumbed to the viral spread of out-of-town Halfords megastores. It will pass through a dozen basic-spec Ford Focuses with three wheel trims and fuel stains around the filler, a greyscale kaleidoscope of panel vans, and a couple of shiny new Audi A5s in Ibis white, trying to pretend that they don't have a telltale TDI badge on their pert, angular rumps.

What it won't pass through, however, is a Hakosuka. In fact, you could spend all day drawing intersecting lines across a map of the British Isles and find yourself with nothing in the way of Hakos. You'll simply have a slightly numb feeling that your time could have been better spent achieving other things, plus the faint pang of guilt that comes with having pointlessly ruined a perfectly good map. The Hakosuka, you see, is not something often found upon this green and pleasant land.

Some of you may well be scratching your heads at this point, wondering what exactly a Hakosuka is. The detectives among you will probably have deduced that it has something to do with the rather aggressive machine gazing back at you from these shiny pages, and that's certainly a logical conclusion to draw. 'Hakosuka', in fact, is a nickname for the C10 generation of Nissan's fabled Skyline, built from 1968-72; it translates as 'box skyline' (lower case, as 'suka' is a contraction of 'sukairain', meaning the actual geographic skyline rather than Nissan's brand name). Model nerds will tell you that the Gran Turismo-darling GT-R variant is code-named KPGC-10, and they'll also tell you that the thing you're looking at here isn't actually a Hakosuka at all. Not by a long shot. You've been chasing a wild goose up a blind alley. What this actually is, you see, is a Hakotora. Or, more specifically (and slightly confusingly), it's really a Datsun Sunny pickup.

Yep, you're right to be confused. The machine you're seeing is a custom creation, an entity unique in these isles, and it's the handiwork of detailing superheroes Meguiar's and their merry band of skilled affiliates. Regular readers may recall the company's bagged Ford Crown Victoria cop

car, which we featured back in 2016: "That was our first ever demo car in the UK, and we wanted to build something fun that appealed to a wide audience, but kept true to our American roots," says brand representative Tom Clarke. The next demonstrator the company built was a gorgeous old Ford Econoline van in pure white, which you've probably seen out and about on the show scene. This retro Datsun, though, is very much not an American Ford.

"We got the green light to build our third promotional car and, as ever, we set out with a similar thought: 'something different'... something that's fun and represents our brand well," says Tom. "The previous two cars were American, and we wanted to do something JDM so we could



Cheeky GT-R badge adds to the confusion



Cobra seats are bespoke, of course





**“Something different... something that’s
fun and represents our brand well”**

HOT RIDE: DATSUN SUNNY

9in wide AutoStars are made for this sexy trucker



have a bit of fun with it! We remembered falling in love with the original converted Hakotora pickup, a white one showcased at SEMA a few years back, and after some research we tracked down the creators of the kit, 09racing, and got in touch with them."

The white pickup in question popped up in 2015, wearing the 09racing front-end conversion kit along with wide Volk wheels and a carbon fibre bed. It sent ripples through the scene, but it's not something that's occurred to anyone in the UK to continue the theme of... until now, that is. The Meguiar's team brief of 'something

different' was bang-on here – a car that no one on the UK show scene would have seen in person, given a variety of unique twists to make this JDM/USDM concept a truly UK-style build. A showcase for the detailing brand's products, as well as the expertise of a variety of homegrown British aftermarket specialists. And so the Meguiar's Hakotora concept was born.

"After some internet trawling, we stumbled across a company in Middlesbrough who solely import Japanese cars," Tom recalls. "They deal mostly in weird and wonderful stuff, and they had a couple of the Sunny pickups in stock – so

we drove the three-odd hours up there and did the deal."

Impressively, the time span between sourcing the Sunny and completing the build was just three weeks – not because they had any intention of rushing it, but because that was how long it was until Players Classic, and they'd chosen that as the showcase to debut the build. "Everyone was pushed to the max," says Tom. "This has been the most complex of all three builds; the 09racing Hakotora kit itself, while a really good kit compared to stuff I've seen in the past, is fibreglass and this always needs some attention when bolting things together."

You'll spot that the entire front end of the Sunny has had a Hako transplant, to the extent that most people assume it's a genuine Skyline that's been converted into a pickup. Reflex Auto Design were the guys charged with the task, and they've done an outstanding job – the fit and finish is exemplary. As well as the nose job, the pickup's also received rear arch flares, and of course some gleaming world-class paintwork. Much like with the Crown Vic project, black was chosen simply because it's a pain in the arse to keep black cars clean, and as such it's a really good showcase of Meguiar's products!

With the body taken care of, The Install Company set about custom-fitting the air-ride system. You don't just buy an Air Lift kit for a Sunny pickup off the shelf, so there was all sorts of fabricating and customising involved – the truck now wears custom front struts and a tri-linked rear axle, with the

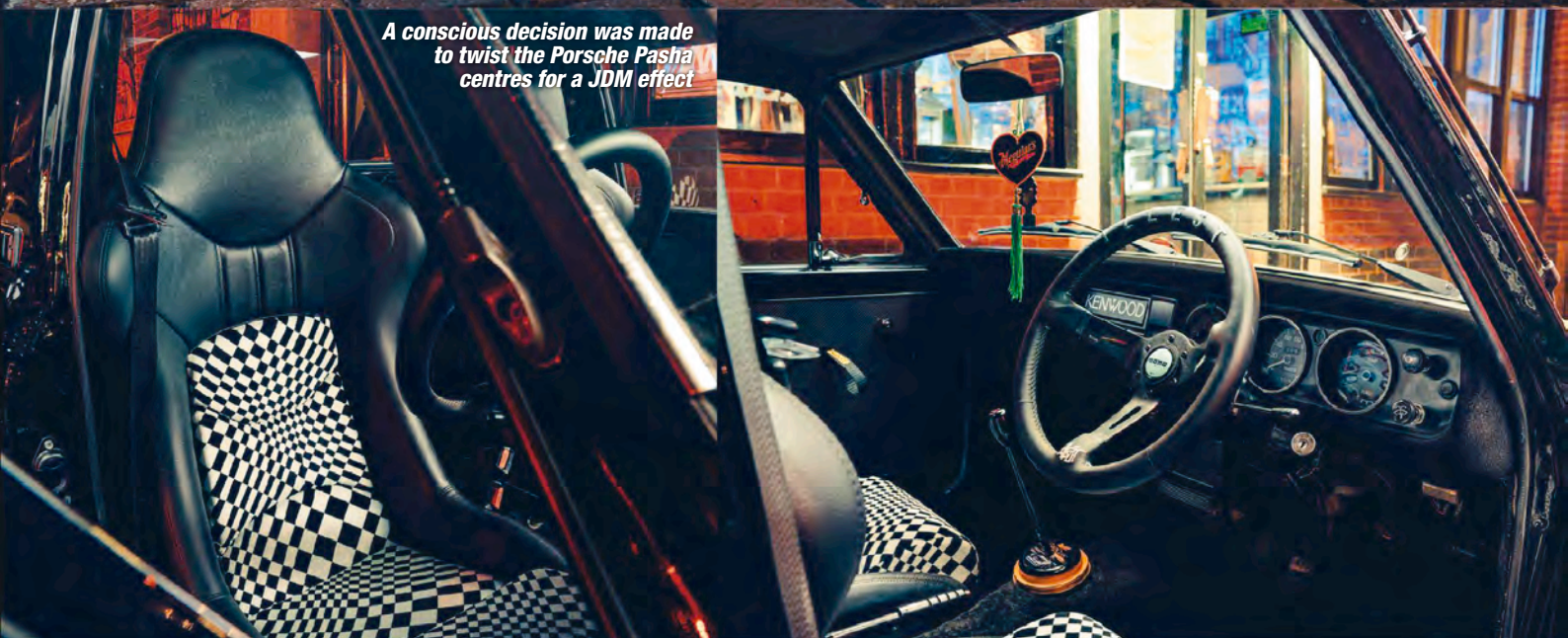
Mr Simpson has a polite message...



Truck me, it's a beaut!



A conscious decision was made to twist the Porsche Pasha centres for a JDM effect




bags running 3P management. And, of course, with big arches and air-ride, you need the right rims as the final piece of the chassis puzzle, something which the guys at Rota Wheels were more than happy to sort: the Hakotora sports 14in AutoStar Kanji wheels – an impressive 9in wide all round.

“The Air Lift installation did cause Phil some headaches, but he’s used to working on unusual vehicles and making them sit and ride their absolute best; it’s fun for him,” Tom grins. “It wasn’t plain sailing for Reflex or The Install Company, but the reason we work closely with both of them is the end results! We can’t thank them enough for going above and beyond the call of duty to make everything happen.”

Trucks are utilitarian things, and you’d expect the inside of an old workhorse to be a bit ropery – not this one. This vehicle was always intended to be a showpiece, so you’ll find more of the team’s unique twists inside. The seats are Cobra Nogaros which have, in an inspired move, had their centres trimmed in Porsche’s iconic and very retro Pasha material. But instead of laying it straight, like normal, they’ve twisted the pattern to give a JDM flavour.

Genius. Streamline Carbon crafted some custom carbon fibre doorcards, and Banbury Flocking Services took care of flocking the dash. Don’t go thinking it’s all show and zero function though; if the Meguiar’s guys fancy chopping down some trees and hauling them out of the forest, the Hakotora’s pickup bed has been treated with Raptor Tough paint and sports a Pro-Net cargo net.

So, the truck looks awesome, it’s crammed with expertly installed premium parts, and it’s like nothing else in the UK. What about the elephant in the room, then – that diddy 1200cc A12 motor? “Oh, don’t worry about that,” Tom laughs. “That lump’s going to be enhanced, or maybe replaced with big boosted power, or perhaps a nat-asp screamer... whichever way, rest assured that after the show season we’ll be giving this little truck some power!”

Job done, it seems. The team have produced a unique, peculiar, jaw-dropping, show-stopping, internet-breaking project that works as an incredibly effective promo tool as well as a full-on baller cruiser. Most people have no idea what it is. And the guys didn’t have to destroy a single map either. 

STYLING:

Datsun Sunny pickup; 09racing Hakotora kit (full front-end conversion), rear arch flares, relocated wing mirrors, Raptor Tough bed paint and Pro-Net cargo net

TUNING:

1.2-litre A12 four-cylinder, four-speed manual

CHASSIS:

9x14in AutoStar Kanji wheels, Air Lift suspension with 3P management, custom front struts; tri-linked rear axle

INTERIOR:

Cobra Nogaro seats with twisted Porsche ‘Pasha’ centres; Momo/Illest steering wheel, Kenwood KDC-W707 headunit, custom carbon fibre doorcards, flocked dash



It's all about the detail...

You won't see another one of these babies rollin' in the UK

THANKS:

The Install Company, Reflex Auto Design – www.reflexautodesign.com, Air Lift Performance – www.airliftperformance.com, Rare Rims – www.rarerims.co.uk, Cobra Seats – www.cobraseats.com, Kenwood – www.kenwood-electronics.co.uk, Raptor Coatings – www.raptorcoatings.com and Banbury Flocking – www.banburyflockingservices.com



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17x8.0J | 5x112 | ET35



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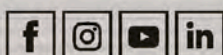
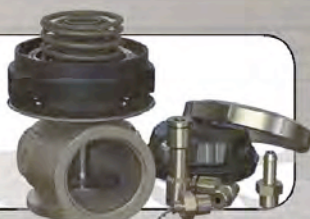
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GRAVITY 2018

ANOTHER STELLAR TURNOUT OF MINT METAL FROM THE GRAVITY CREW

Organised by the SlammedUK crew, Gravity has become another firm fixture on the UK show scene. Based at Stoneleigh Park, Coventry, the event, which is now in its third year, is proud of its anything goes policy. Basically, if the car is sick, then it's in. There's no politics or bullshit, just cool rides and nice people; it's a great recipe and with over 500 cars on display, over three halls, there was literally something for every taste.

Into immaculate '80s BMWs on air? You're covered. Love aggressive Japanese racecars? They had it nailed. Need some American lowriders in your life? It was all here. It really is one of the most eclectic mixes of

cars you'll ever see under one roof.

The VIP Hall was the focal point of the event, boasting a main stage with live DJs throughout the day. The stage was flanked by two stunning cars – a slammed-to-the weeds BMW Z3 on some of the best hoops we've ever seen, and a retro 600bhp Escort, which went on to win the coveted Beauty and the Beast trophy.

The standard of cars on display was extremely high this year, so it's tough to single any out for special mention, but we still had some favourites. Andrew Britton's Liberty Walk-kitted BMW M4 was one, looking menacing in satin. As was the insane orange Mini with a Honda engine and a rather cheeky turbo sticking out of the front. Retro fans were

well catered for with a rare Kenmeri Skyline and Fyfe Fyson's Datsun sending the Insta posts into overdrive. The Pennzoil R33 GT-R was also one of the most photographed rides of the day.

Throw into the mix some old-skool Yank lowriders, which were popping and bouncing, the Canon Run guys showing off a Roller, McLaren and Merc G-Wagon, plus many more innovative and well-executed builds and it was altogether something special.

A novel featured was the new Show and Shine comp, where entrants paid £20 to take part and the winner took the pot – in this case a cool grand (a super-rare Honda Odyssey bagged the cash this time).

We already can't wait for 2019's event.



Rothmans' E92 M3

This InterMotiv M3 was one of our stars of the show. It's packing a weathered Rothmans'-inspired livery, a nod to some of the most iconic racecars from back in the day. It's packing that stonking BMW V8, plus sweet Fifteen52 rims. Love it.



Those wheels...



Liberty Walk M4

Since being on the cover back in February, Andrew Britton's stunning M4 has undergone more surgery and colour changes than Jacko. And guess what? It's only changed colour again! Player.



Satin or...

...matt, how murdered do you want to go?





Mint E21 BMW



Lydia's S2K

We've seen Lydia's ballin' S2000 in FC before, but it was back at Gravity with some fresh upgrades, including new rims and rear lights. This static-dropped Indy yellow Honda really is stunning in the metal and drew admiring glances all day. Kinda makes us want to build another S2K...



Look up 'badass' in the dictionary and it says see this...





Pennzoil R33

Jap racers don't get much more imposing than this wide-arch beast. Inspired by the cars that made it into Gran Turismo and had many battles at Jap circuit, Suzuka, it captivated show goers with its ultra-aggressive aero and sheer presence. Powered by a highly tuned RB26 lump, these things were monsters when raced in the JGTC at Suzuka in the late '90s.



Air-cooled goodness right there, folks



Meet matt, the MINI...





Fyse's Laurel is epic, much like his beard



Retro Merc meets Polo – fresh



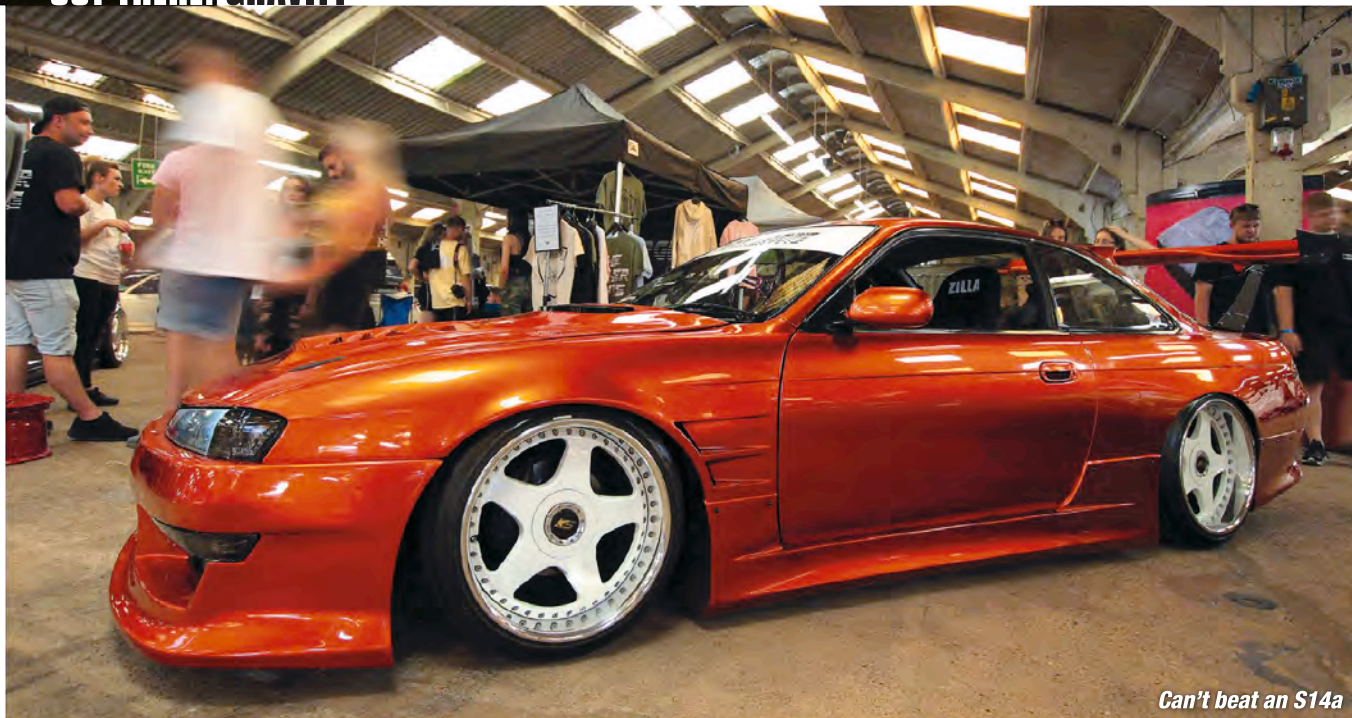
AIRX7 – see what you did there!



3x 1 Series

The BMW 1 Series is getting more and more love from the car scene, as was shown with these three beauts. They were all different takes on the baby Beemer, but each was rocking air and some hella cool rims. The 135i is a little sleeper too, with a straight-six turbo, which loves a little tuning.





Can't beat an S14a

SlammedUK

They might now be renowned for the Gravity show but SlammedUK are also known for their automotive street wear apparel and accessories. If you're in the market for a fresh hoody, t-shirt or cap log on to www.slammeduk.co.uk and get your debit card ready. It's good quality gear too, we know, we've got some!



Liam's MX-5 is looking better than ever. We love the carbon rear fenders and the fact it's packing a turbo'd 1.8-litre VVT engine



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Low your own way

The Clio track car fraternity may not like it, but this 'bagged, wide-arch 280bhp Megane-powered RS200 is getting attention for all the right reasons...



Shooting a Fast Car feature in a busy city centre is always guaranteed to draw a crowd, especially when you're blocking the road. But today it seems that every nut-job within a five-mile radius of Stokes Croft, Bristol is heading our way. "I used to work for McLaren, you know," says a dude with no teeth and a can of cider... His mate asks if he can "book our taxi". He's not joking.

This place may lack some of the gloss of the more gentrified areas of Bristol, but there's a nice vibe and the urban artwork covering the walls looks bang on. The local spray can crew have certainly been busy – even a dumped fridge freezer has been tagged.

Talking of dumped... the car we're here to shoot is rocking some epic lows. But unlike many cars today, there's more to it than a set of posh rims and air-ride.

This Oak Green Clio is a proper old-skool custom build. It's loaded with one-off touches and owner Kieran Williams-Carr makes no apologies for it. "Being an RS200, some of the Clio forum guys think I've ruined it, but I didn't build the car for them," he laughs.

Dropped on the deck, with some tasty BBS splits tucked up tight in the arches, it looks almost as wide as it is long. Given the amount of attention it's getting, you'd think it had just landed from Mars, rather than the slightly less exotic Taunton.

"I've had the car for three years. Originally it was white with a few mods and I took it to lots of shows and meets," says Kieran. But then he decided to really go for it.

"I'd always wanted to do wide arches so I spoke to Custom Paint Works in Stoke." Over a nice brew and some Hobnobs, a plan was formed that would transform the Clio from mild to wild. "We decided to

"I'd always wanted to do wide arches, so I spoke to Custom Paint Works..."



Check out those arches...



KIERAN WILLIAMS-CARR

So, will you be taking it on track?

What do you think?

What's next, then?

It's for sale; I've bought a new Audi S3.

Is that on air-ride?

Not yet...



This tuned Megane engine kicks out 280bhp



fit custom arches that would allow some wide wheels to be fitted and the rest of the exterior would be smoothed," explains Kieran. The work took the best part of a year, as it wasn't simply a case of buying a kit and fitting it to the car. Everything had to be carefully measured, cut and then trial-fitted to see how it would look. It was also fitted in for mates' rates around other jobs.

The hardest decision was what colour to paint it. "I wanted something no one else had done on a Clio and eventually settled on this custom Oak Green, says Kieran." It's an Audi colour, but with extra

ingredients to help it really pop in the sun. Fresh from a detailing session, it looks absolutely immaculate and shinier than a really shiny thing.

With a set of spacious arches available it would've been rude not to fill them with some wide hoops; the 11.5x17in BBS splits look insane at the rear. The 9.5in fronts aren't shy either, with pearl cream centres and black chrome hardware. With the air-ride dropped, the rims sit perfectly on the arches.

Although the Clio RS200 came with a lively 197bhp engine, it was naturally aspirated, so was never going to make a lot more power. One of the easiest ways to get more grunt is to drop in a turbocharged Megane engine.

The 2.0-litre F4RT unit (yep, it kinda says fart!) packs a healthy punch in stock trim, but Kieran has livened it up with some choice mods. There's a custom 3in turbo-back exhaust system, which frees up a restriction and also makes a decent sound when you tickle it. A beefy front-mount intercooler keeps the inlet temps in check and there's a RamAir/K-Tec induction kit that makes a great "braaaap" sound when you rev it. It's all finished off with a K-Tec map, which increases the fun to the tune of 280bhp. Sweet. It also delivers a whole lot more torque, so there's no longer any need to rev the tits off it to get anywhere fast.

Pop the bonnet and you'll find cream engine covers, which liven up the little bay. "People have asked me why I fitted a tuned Megane engine to a car like this on air-bags," says Kieran, "but there's nothing to say you have to have a slow show car, is there," he adds. Fair point. "I've had haters on the Clio forums because it's a Sport, but it's my car, so I've done it my way." Good man. After all, isn't that what car culture is all about – pushing the boundaries and doing things your own way?

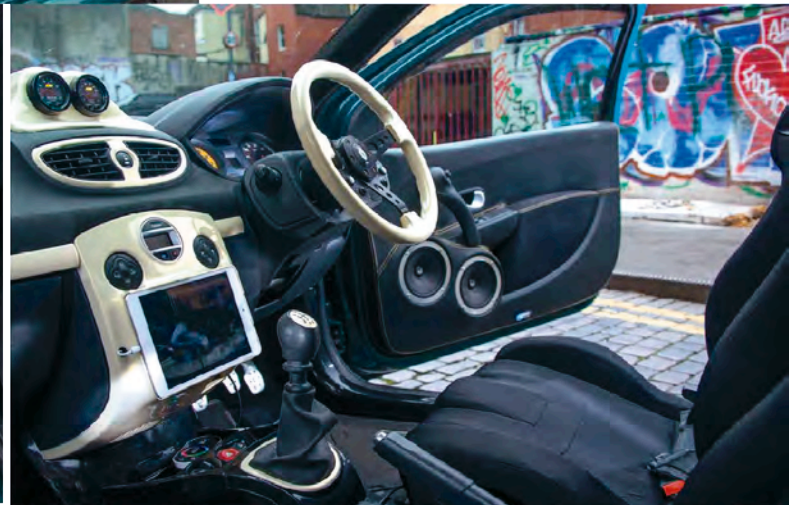




Sweet Sparcos



Pukka poddage



Air install shown off to perfection



BBS splits in custom pearl cream are 11.5in at the rear!

If we thought the outside was getting lots of attention, as soon as we open the tailgate to shoot the inside, even more locals appear. Most of them mistake the air-ride tanks for nitrous, but they all seem mighty impressed and rightly so. The boot build is a top job and shows off the air-ride essentials to a tee; it's all colour co-ordinated and even the rear cage is painted cream to match.

The front has been fully worked over and features an iPad with custom dash housing, again done in cream. A tasty Royal steering wheel and Sparco seats add to the pleasant ambiance.

Cars on air-ride need a low angle to make them look their best, so sometimes you need to lie on your front to get the best shot. Always prepared to go the extra mile for a Fast Car feature, I grab the shot and must confess to feeling quite pleased with myself. I then realise that I'm lying in dried piss. Note to self: don't lie on the floor outside a drum and bass club again.

Kieran's Clio is one of those cars that looks good from every angle and it's clear that a huge amount of time, effort and money has gone into creating this truly one-off ride. The track slags may hate, but we one hundred percent rate. Job's a good'un. [F](#)

STYLING

Full body resprayed in a one-off custom Oak Green, custom wide arches built to fit around the wheels and smoothed into the body, smoothed front bumper, smoothed boot lid and door strips, wind deflectors, rear wiper delete

CHASSIS

BBS RS 3-piece split rims painted in a custom pearl cream, 17x9.5in and 17x11.5in black chrome split rim bolts, custom V2 air suspension

INTERIOR

Roll cage painted in a custom pearl cream, boot build to go with the air set up with a 4 and 5 gallon tank painted in a custom pearl cream, Sparco R33 seats, black 4-point Luke harnesses, custom boost/AFR gauge holder in the dash, iPad built into dash, pearl cream grip Royal steering wheel with a custom cruise control plate, custom door cards trimmed in black leather with 2 speakers fitted per door

ENGINE

Renault Megane 225 2.0-litre F4RT engine conversion, custom 3in turbo-back exhaust, 60mm intercooler, RamAir/K-Tec induction kit, K-Tec remap, 280bhp, pearl cream engine cover

THANKS

Custom Paint Works, Stoke on Trent for the bodywork, Rockbottom Automotive for the boot build, Wheel Power for the wheels, custom paint by Tequila Fever, thanks to my sponsors Auto Finesse



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STAV'S GUIDE SNAP, CRACKLE & POP

'Crackle maps', 'Pop and bang maps', call them what you will, they're mega popular. But are they safe? Fast Car investigates...

Pops, bangs and flames; everyone likes that, don't they? Well, hell yes you do, and because of this, ECU remaps that make your exhaust pop, bang, and kick flames from the tailpipe when you lift off the throttle are hugely popular these days.

But how do they work? And, more to the point, are they bad for your engine's health? Well, unless you've been living in a cave for the last few years, we're sure you've heard loads of comments both good and bad; it's time for a Fast Car investigation into the matter, so we can

find out the truth for you guys.

As this is a bit of a controversial subject in the tuning scene at the moment, a lot of companies, understandably, declined to get involved. But thankfully, the guys at Motorsport Developments (www.motorsport-developments.co.uk) are experts when it comes to remapping all factory ECUs, and were more than happy to give us their words of wisdom and help confirm our findings on this subject – so a huge thanks to them. They're certainly the guys to speak to if you want a safe, but effective map yourself!

WHAT ARE WE ACTUALLY TALKING ABOUT?

The exhausts of heavily-tuned cars have naturally popped, banged and flamed since the dawn of time, but have you noticed lately, a lot more cars than ever before have been popping and banging from the exhaust when the driver lets off the gas? Mildly-tuned motors and even quite a few factory production cars now have a cool burbling exhaust on the overrun.

This is because lots of tuners and manufacturers have realised that owners love these kinds of noises. And with modern engine management being so damn capable, it means that they are now commonly mapped into the car's ECU tune.



How does it make the pops and bangs?

For this bit, let's start with the expert words of main man Stewart Sanderson from Motorsport Developments...

"Pops and bangs, or burbles as the OEM call it (yes, it's that common on production cars that even the manufacturers have a name for it!), is simply a calibration feature within the ECU where we set up a specifically targeted, very lean misfire once you lift off the throttle."

Normally on an engine when you close the throttle, your fuel injectors don't fire at all, removing all energy from your engine, allowing it to slow down: this is smooth,

quiet, and safe, acting and sounding like all the sensible 'normal' cars we're used to. No pops, no flames, no nothing.

Back to Stu's words of wisdom...

"If we want to create a burbling sound while the engine slows down, we need fuel. But, burning fuel will create some piston load too, slowing the rate the engine will decelerate on the overrun – so we need to move the energy away somehow to prevent that," he explains. "To do this we need to do two things: retard the ignition timing to reducing the torque which allows the car to decelerate normally, and run a

very lean air/fuel ratio so too much heat isn't created, which could affect reliability."

The heavily retarded ignition also means much of the combustion happens with the exhaust valves open (in fact within the exhaust system), and much of the fuel is ignited by the hot exhaust and/or catalytic converter, hence the burbles, pops and crackles you hear from your tailpipe.

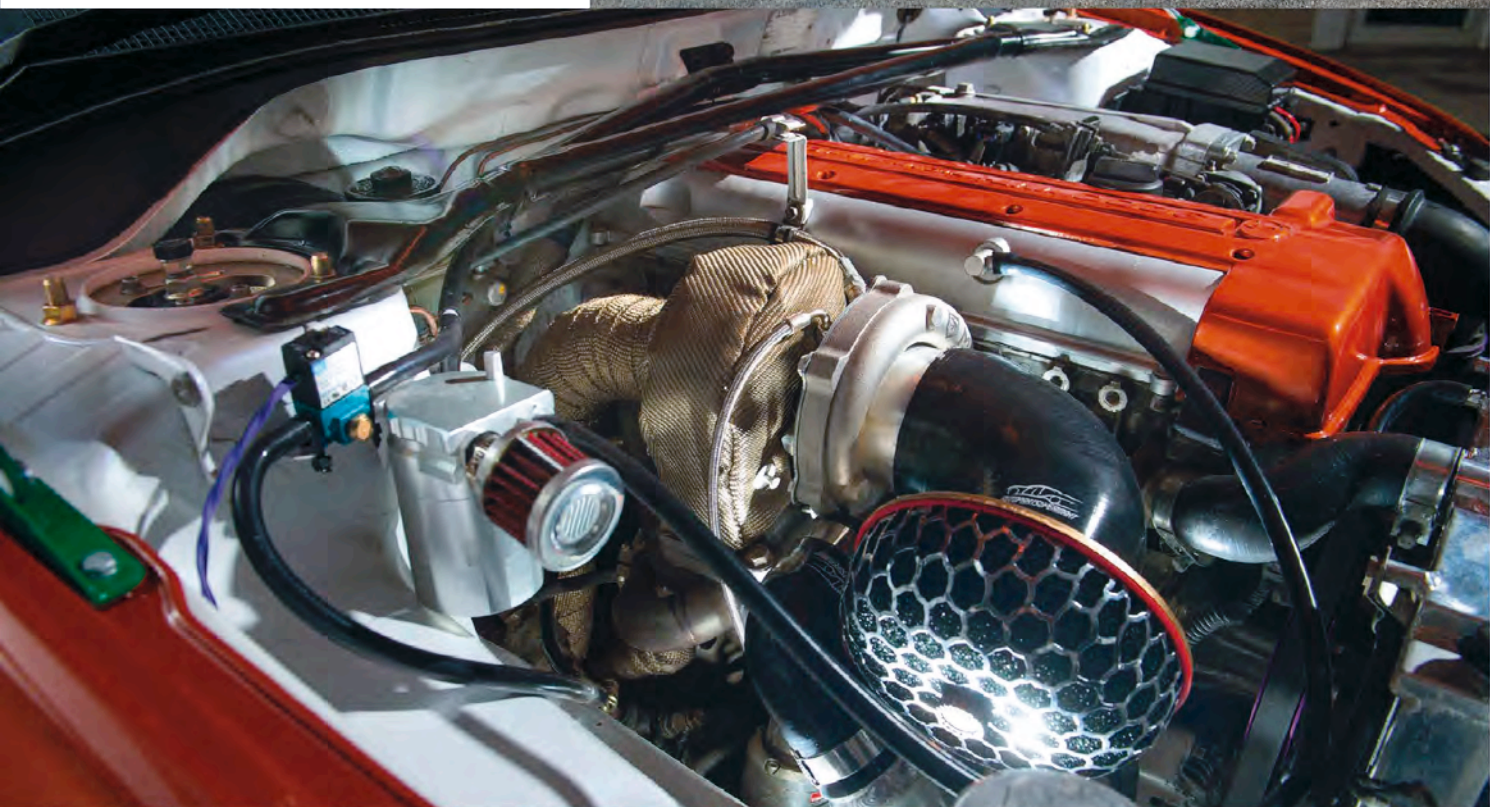
"The intensity of the burbles on these set-ups varies depending on the exhaust temperature – how hard the car's been used. The hotter the exhaust system is, the easier this tiny amount of fuel we add flashes off," Stu explains.

But what if you don't want subtle OEM-style burbles and fancy something crazier? Well, the methods are similar to the above, but with a little more fuel added and even more ignition retard. We've even seen people go so far as opening the idle speed control valve or opening the drive-by-wire throttle a little for more air too. In fact, these modifications (albeit with more extreme settings and for more than just a few seconds at a time), are actually the basis of how anti-lag systems work on rally cars. But this isn't a performance mod, this is purely to create cool noises and flames!

Can it be done to any engine?

In a word, no. But it can be done to a hell of a lot more engines today than ever before. In theory, it can be done to any petrol engine – normally aspirated, supercharged, or turbocharged – anything that has an ECU with which the fuel and ignition settings can be heavily modified, which these days means most of them.

Some cars can have their ignition retarded further still, and allow the ability to open the idle valve or open the throttle a little, all of which can provide more extreme pops and bangs, if that's what you want. So, providing you can find a tuner capable of adjusting your ECU to suit, the vast majority of engines can have this applied to some extent at least.



Does it have any performance advantage?

No. This is done purely for the noises. As it works in a similar manner to rally anti-lag systems, really extreme set-ups could, in theory, work like a mild anti-lag system on a turbocharged engine, helping keep your turbo up to speed. But in reality, the pops, bangs and burbles usually happen only for a few seconds after you let-off the gas, and it's done purely for the sound. If you were able to set it to such an extreme level that it had a true anti-lag function, you'd be calling it anti-lag, not a crackle map!

Does it cause any reliability problems?

This is by far the most controversial part of this subject, and while the answer is sometimes yes, providing your map has been done by someone who knows what they're doing, it's highly unlikely to cause any real issues. Any potential reliability issues will come from the same thing that gave performance remapping (or chipping as it was known a decade or two ago) a bad reputation – people doing it badly.

OEMs have ECU tunes that include 'burbles' that are reliable and designed to last 100,000+ miles of hard use. Reliability issues stem from a remap (be it for pure performance or for pops and bangs) being done in an unsafe manner – too extreme for what the engine can handle, and therefore doing damage.

"We offer more extreme versions of the pops and burbles, but because this requires adding more fuel, you can only have it with a catalyst-free exhaust. There is only so much fuel you can burn off before you poison the catalyst. If it smells of sulphur, it's dying," says Stu.

More than just the cat can be damaged, though, if the pops and bangs remap is too extreme for what your engine can handle. Extreme heat from richer mixtures and

heavily retarded ignitions can cause extreme exhaust gas temperatures, which even with a de-cat could possibly damage lambda sensors, exhaust systems, and potentially more.

BUT what are the chances of actual engine internal damage with one of these maps? Well, if you look at the internet, every man and his pet monkey has a story about a friend of a friend whose uncle has damaged an engine due to this. In reality, we've yet to find a single case where engine internal damage was definitely proven to be caused by the pops and

bangs mapped in to the ECU.

Certain engines have relatively weak exhaust valves – Renault F4Rs, for example, and these maps have been blamed for damaging them quite a few times. But hard used versions of these engines often end up with the same valve damage, regardless of the map, so it's still speculation rather than proof.

Again, speaking to the guys at Motorsport Developments, Kenny has seen cars come in to their shop with quite extreme 'crackle map' tunes done elsewhere, with 30-degrees of ignition retard and quite rich fuelling. This is verging on the settings you'd use on an anti-lag system, albeit only happening for a few seconds at a time on a map like this. This certainly isn't something they'd recommend on a typical engine, and would cause really high EGTs during the 'crackle' period. It, therefore, has more potential for damage to be caused. But still, they've never personally seen engine internals damaged from this.





Conclusion

Some people love these maps, while others hate them as they feel they create 'fake' noise. But if you want one, there's no reason to believe your engine will be destroyed IF you do things correctly.

There's still a lot of debate about this, but try as we might, we've seen no proof at all.

This is the important bit though – you need to ensure you have the right set-up for your engine. Do you have a cat, or an

engine with a known weak point in the exhaust system or exhaust valves? If so, you'd be advised to keep it to a sensible, almost OEM-style burble, rather than full-on WW3 in your exhaust.

But regardless of your set-up, choose your tuner wisely. Find someone who will ensure it's reliable and safe for your particular set-up and chosen use. Pops and bangs are fun, but an engine that isn't

broken is even more fun, so don't just go for someone who promises the craziest, loudest fireworks display from your exhaust – that's just asking for trouble.

Cheers to...

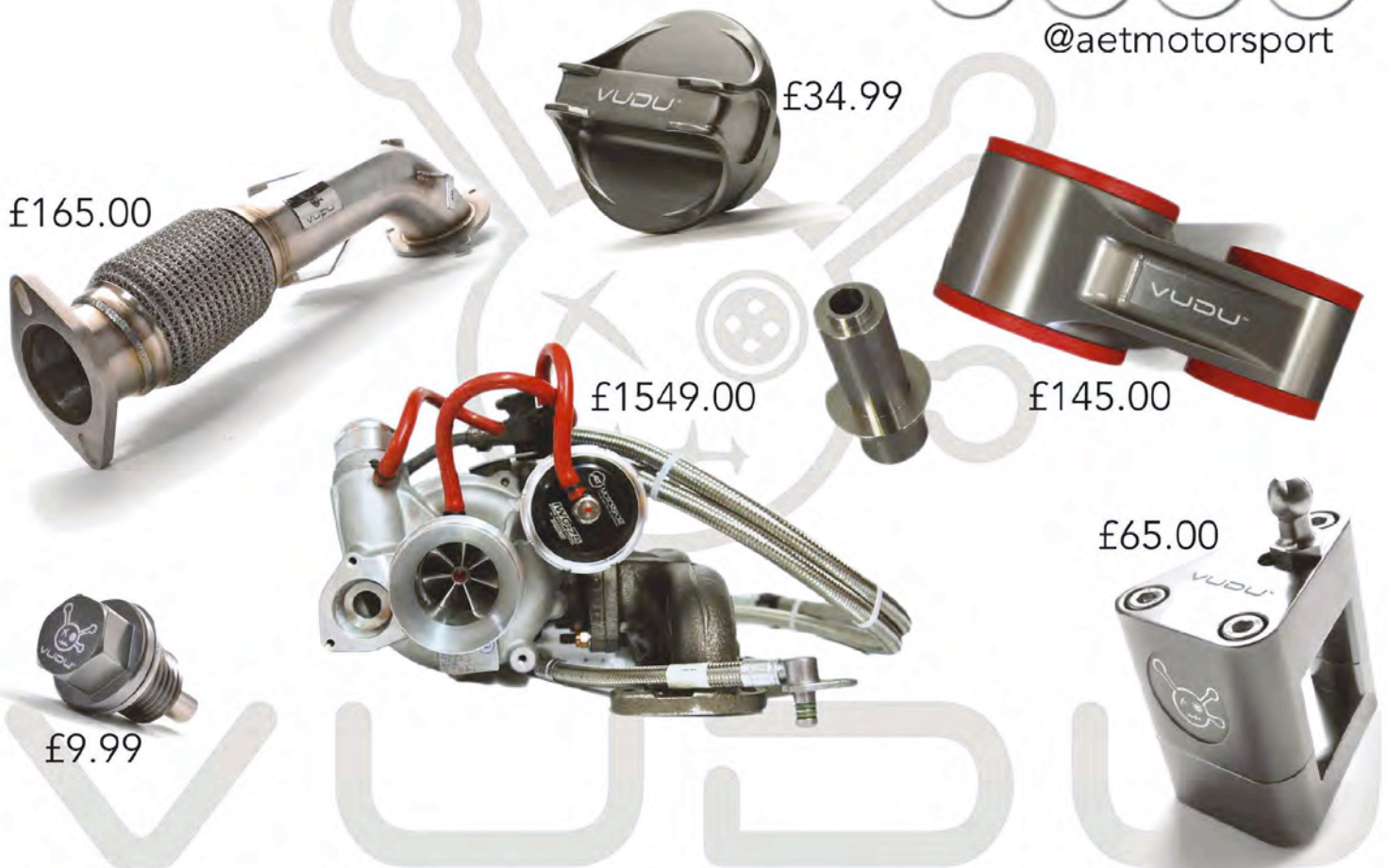
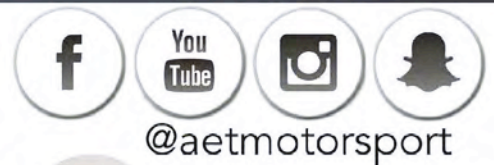
The guys at Motorport Developments for all of the info and advice.

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But, you may well ask: what is this new hoop all about? Is the 0.50-SF more of the same? Well, yes and no.

You see, it's pretty obvious that this classic, 10-spoke spider design is one of their finest yet. You can't fault the quality and although they only come as full-fat 20-inchers (so, you'll be needing enough room under your arches for genuine Dubs), there's plenty of staggered sizes and fitments available for all the larger cruisers from the Fatherland.

All this is lovely too, whoopee-do for them you might say, but we've seen all this stuff from these guys before. What makes

this new wheel totally unique to their line-up, however, is that it's their very first 'Spin Forged' wheel.

Now, no matter what you call it – Spin Forging, Flow Forming, Rotary Forging, or any other number of variations – it's the same process. Short, blank wheels are cast, then the barrels are drawn up with big rollers, under immense heat and pressure, to get the final widths. Think pottery, only with metal, and what this does is change the structure to produce a wheel that's ultra-light, ultra-strong and ultra-pants-down-desirable. It's a relatively new process, only championed by a select few manufacturers over the past few years, but what it offers is a genuine, not to mention more cost-effective, alternative to full-on forged wheels.

There's nothing not to love about the two-tone finish with these 0.50-SF jobs either. And we like the fact that they've embossed 'Spin Forged' on the barrels too, just so no one is in any doubt who's rolling on the best hoops. In any case, German car owners should be rejoicing right about now. Das est bloomin' marvellous!

www.3sdm.co.uk

Sizes: 9, 9.5, 10, 10.5, 11, 11.5, 12x20

PCDs: 5x112, 5x114.3, 5x120, 5x130

Offsets: ET19-45



PRORAM FILTERS, FROM £35

A decent air filter is possibly the most basic of tuning mods and an absolute no brainer when it comes to getting your engine breathing properly. These brand-spanking-new PRORAM jobs though, are clearly more decent than most. Brought to you by the people at RamAir, this new high-end brand of uber-quality, pleated cotton gauze filters has been specifically designed with one thing in mind – to get maximum airflow while maintaining the best possible filtration (er, that's two things – Initial G). Available as universal items, along with a whole range of vehicle specific kits that are currently in development, these offer some of the best bang-for-your-buck anywhere. They can also be ordered with a special 'Twin-Tagential' velocity stack which has been scientifically proven to increase flow with less turbulence, most effectively on tuned cars.

Whether you're replacing your standard kit or upgrading your aftermarket filter for something with much better flow, we reckon these are a top choice.

www.ramair-filters.co.uk



REVO BBKS, FROM £2370

In the VAG world there's only one thing that says you mean business more than a big, fat set of stoppers – and that's a big, fat set of stoppers with Revo plastered down the side. But what makes this particular brand one of the most sought-after out there? Well, the fact of the matter is that Revo only develop products specifically for the motors they know best. And, although that means you can't have a set of these 380 or 355mm monsters as a direct bolt-on upgrade for your Nissan Juke, if you're rocking a VW Golf, Skoda Octavia, SEAT Leon or Audi A3/S3, you're properly golden.

Revo say these kits have been 'aggressively tested in a variation of conditions in both road and track scenarios', which is the polite way of saying they've spent months kicking seven shades of shite out of them on all sorts of hardcore tuned machinery. Seriously, we've seen their sort of testing before, it's automotive carnage at its very best! The hardware is also engineered to Revo specs by Alcon, who are one of the biggest brands in the business. Basically, they don't come any more hardcore.

Full kits consist of some mighty monobloc six-pots, two-piece floating discs the size of small moons and suitably durable Ferodo DS performance pads. They'll even chuck in braided lines and a bottle of Motul DOT 5.1 racing fluid to get you going. You can't say fairer than that, can you?

Performance aside, Revo have created something that every VAG owner hankers after here, and that's something that looks just as amazing as their posh hoops.

www.onlyrevo.com



MORE TOP-NOTCH BITS



Eibach Fiesta Mk8 Pro-Kit, £185

It seems like the Mk8 Fiesta (especially the ST) has only been on our streets for 32-seconds and Eibach have already launched these little beauties to sharpen up the handling. In fact, the little Blue Oval-badged wonder won't even be out of warranty yet, but that's not an issue because these hi-tensile, shot-peened steel items make the famous Pro-Kit the highest quality springs on the market.

www.eibach.co.uk



ESM-009R Wheels, £150 (EACH)

For want of a better phrase from the early noughties, these 16-inchers are allllll about the bling bling! Seriously, ESM describe them as 'Phat' on their website and everything. The truth is that no one does chroims quite like our American chums, and these retro-style rims, in all their gold-studded glory, aren't exactly for the faint-hearted. In fact, these are so bling they make Kayne West look restrained. Available in 4x100 and 5x100 PCDs, along with super low ET20 (8x16-inch) and ET15 (9x16-inch) offsets, it may take some gigantic balls to run such little wheels, but we just can't help loving that premise.

www.esmwheels.com

MIO MIVUE 766 WIFI DASH CAM, £110

The bods at navigation giant Mio may be most renowned for getting you from A to B in a timely manner but, should the worst ever happen, they can also help get you out of a spot of bother with other road-users... chiefly because 'road-users' is usually translated as 'right lying bastards' here in the UK. It's not what you know, it's what you can prove after all.

Still, apart from all the usual dash-cam-esq features, that incidentally seem to go well above and beyond most of the others on the market, this new MiVue 766 item is not only reasonably priced, but it also comes with the clever touch of real-time backup (to your smartphone) via the MiVue app. You can also stream your unbelievable driving skills to friends and family on Facebook Live... presumably to make that obligatory bollocking from your Mum that little bit simpler. In any case, for the money, this has to be one of the most tech-packed cams out there. Buy one, and hope you never need it.

www.mio.com

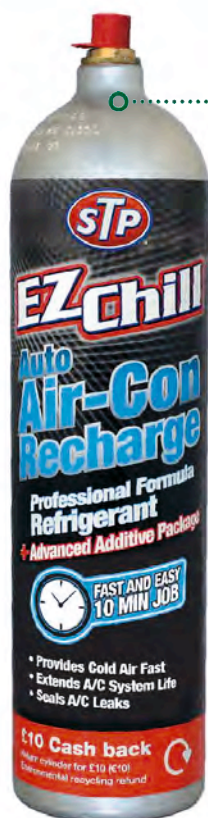


STP EZ CHILL AIR CON RECHARGE, £60

What with people from Dubai and Death Valley saying "bugger this" and getting on the first plane home, who couldn't do with some of this in their life at the moment? (It'll probably be raining when this hits the shelves, it is Britain you know – Jules.) More to the point, have you ever wondered why your air conditioning seemed to feel so much colder back in the day? Well, what most car manufacturers won't tell you is that your system will lose up to 10% of its refrigerant every year, and that means you'll need to wait around at a garage to get it re-gassed if it's ever going to work properly. That's if you can actually get an appointment of course, they tend to be rather busy when it seems like you're living on the surface of the bloody sun!

Anyway, there's none of these problems here because EZ Chill is a product you can use at home to not only top up your system (and seal any leaks in hoses, gaskets and o-rings), but there's also the added bonus that restoring your air con performance is far better for fuel efficiency... and even better than that for not having your arse crack sat in a puddle of its own sweaty goodness. To be fair we can't think of anything better right now, and your testicles will definitely thank you for it.

www.stp-aircon.eu



Dodo Juice Detailing Discs, £FREE

Unless you work for Her Majesty's Government, or a student loans company, you'll probably agree that education should be free to anyone who wants it. So, that's why we'll be voting for Dodo Juice in the next general election because they've just launched an online course for those who'd like to get the very best from their detailing. Aimed at all levels, from beginner to expert, the monthly programme has been devised to increase knowledge and hone skills by offering expert tuition, how-to guides and videos



direct to your inbox. All you need to do is log on to their site and register your email to get started and, best of all, it'll cost you sweet Fanny Adams. Lovely.

www.dododisciples.com

GARAGE ESSENTIALS



Mechanix Wear Gloves, From £14

Ever slipped and spanked your knuckles when working on your car? Hurts like a mother doesn't it? Second only to a kick in the plums in fact, and that's why a proper set of mechanic's gloves are an absolute essential.

Now, one of the most famous names in manicure-savers is US firm Mechanix Wear, who have been supplying gloves to garages, industrial sites and even the US Special Forces for years now. Basically, they're the toughest gloves out there, the best of the best (sir yes sir) and, rather handily for us, they've just launched a fine selection here in the UK through Oldhall Performance.

Ranging from their most famous product (The Original) and the hardcore M-Pact items shown here, right through to their new speciality gloves which are geared towards warm-weather ventilation or mechanical dexterity (meaning you can actually feel what you're doing on the fiddlier jobs), there's a whole range of features with these that you never knew you needed, but now you'll never be able to live without. We've never seen smartphone touchscreen-compatible mechanic's gloves before for starters... but then this is the 21st century, the days of thumbing through the pages of Razzle on your tea break are long gone. Shame.

www.oldhallperformance.com/mechanix

Kicker Bullfrog Speakers, From £199

Clearly what Kicker have done here is taken their knowledge and skill in creating the sort of car audio that makes your nuts clap together like a Newton's cradle desk-toy thingy, and crammed it all into a selection of three super-hardcore Bluetooth speakers.

These tough new items are totally dropproof, dirtproof and waterproof, you can even float 'em in the pool on holiday, or on the lake when

you're fishing... because, apparently, some people enjoy that sort of thing.

Anyway, what's really clever here is that you can link two Bullfrogs together for a double bass kick, or fiddle around with an FM tuner and a 5-band graphic EQ, via the free Kicker Connect app. There's also a built-in power bank to juice up your phone or tablet... er, as long as you take it out of the water first.

Obviously, as the Bullfrog units get bigger, so does the output. But, even the smallest one (the BF100) has a tasty 16-watts of grunt, which is more than enough to get you bass burping like no other Bluetooth speaker on the market. We still hate fishing, but we'd love one of these... and a hot tub to go with it.

www.kickeruk.com



Team Japspeed Softshell Jacket, £50

Okay, so the thought of climbing into a warm, toasty jacket at the moment is a thought that makes us want to puke, but, for this quality bit of kit from Team Japspeed, we'll make an exception. Stitched together from light-weight, breathable fabric, this rather stylish item could be your saviour when the weather decides to turn back to being a little more British, and you can finally unstick your plums from your inner-thigh. Get in there early, when Autumn turns up, every bugger will be wanting one!

www.japspeed.co.uk



Strictly Static Tees, £15

It doesn't matter that the UK weather has been a tad on the tropical side of late, there's only two instances in which it's acceptable to be seen in public with no shirt on - that's on the beach in Marbs, or if you happen to own a Vauxhall Cavalier. And no, that doesn't mean that a wife-beater is OK either, not unless you're Bruce Willis (yes Midge, this means you).

So, with all that in mind, you'll be glad to know that the top garb designers at Strictly Static have just launched a whole new range of super-cool T-Shirts that are all amazingly ideal for covering your nips. In fact, why not grab yourself a couple? They've got a very special 2 for 25-nicker promotion on at the moment that should sort you right out. Bonza!

www.strictlystatic.com



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SPEED HUNTERS



AWESOME AUDIO

VIBE POWERBOX MICRO AMPS

From £85



These two tiny corkers from VIBE are properly compact but they certainly seem to come loaded with a whole load of angry little man syndrome! Consisting of a Monoblock and a 4-channel full-range amp, this duo of Class D Powerbox jobs actually rendered us speechless with the sort of power they can muster for their size... and we don't have to tell you that shutting us up for any length of time is quite the achievement in itself!

Take the single-channel item for starters, it's rated at 400watts RMS (800watts max), but it only measures 6.2-inches across, exactly the same width as a US dollar bill... which is about 76-pence in real money (er, you may have got that wrong there - Jules).

The 'oh-so-larger' 4-channel amp is only about an inch longer too, but you get 4x65 of the finest, clean watts shoved right up your speakers, what's not to love about that, eh?

But enough about sheer force, these little monsters have been engineered to be bloody clever too. We're not sure how VIBE have

managed to actually fit it all in of course, but they're packed with 21st century tech that not only makes them ideal system building blocks, but also makes them perfect for super-quick OEM integration. We're talking all the bells and whistles here, like high-level inputs, auto-sense technology, low pass filters and all that technical stuff that gives audiophiles a grin on their face, and a lump in their trousers.

Even bigger and cleverer than all that though, there's also the option of using special ISO connections to allow direct, in-line connection to factory source units.

Easy to hide, fast to fit - it looks like the biggest thing about these amps is their future on the streets. Epic stuff!

www.vibeaudio.co.uk

Actual size



Caliber RMD801DAB-BT, £200

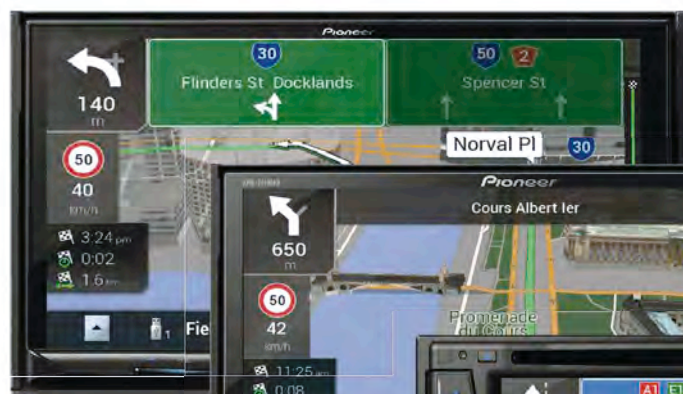
Usually, there's not a lot you can get for 200-quid in the world of doubleDIN, multimedia units. That seems to be where this high-quality 6.5-inch touchscreen unit from Caliber is the exception though. OK, so you don't get an old skool player for those shiny discs, but you do get - wait for it - a DAB+ tuner, AD2P and AVRCP audio streaming, Bluetooth handsfree, USB and SD playback (including MP3, MPEG4, DivX, WMA and JPEG), an AUX in, RCA and Video outs, a remote control, RDS EON, a whopping 4x75watts of power and a whole load of other stuff that's too technical to pronounce, even for us.

So actually, as it turns out, you can get quite a lot for your 200-sheets. Including this. Bargain!

www.celsusice.co.uk



THE FUTURE OF NAVIGATION...



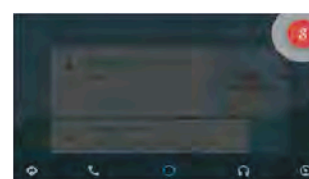
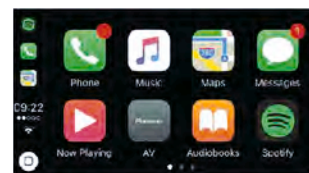
AVIC-Z910DAB



AVIC-Z810DAB



AVIC-Z710DAB



androidauto

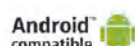


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GMC 1800W PRESSURE WASHER

It's fair to say that we love a pressure washer here at FC; we've tested absolutely bags of them over the past few years. Tiny compact items, top-of-the-range home-use items, even battery powered portables. It's safe to say that we're all experts by now, so why are we putting yet another in these pages? What makes this one different? Well, Australian firm GMC say their new compact washer is the closest you can get to an industrial unit without going for petrol power – or forking out an industrial-sized wedge of cash. If that's not worth a look, then we don't know what is...

PRICE: £173 (BEST PRICE)
www.gmc tools.com



FEATURES

- 1800W induction motor
- 165Bar (2393psi) max pressure
- 7.1-litre/min max flow
- 8-metre hose
- 2-section lance
- Built-in detergent dispenser
- Quick-connector gun and spray nozzles
- Turbo nozzle and brush set



In the box...

What's immediately obvious is that the design of this GMC item is a little more focused around professional-style usability than the norm. The truth is that most pressure washers look pretty much the same; different brands are built to a strict budget (often in the same factory), and they're designed around similar established ideas – like variable twist lances, plastic fittings and very occasional use. However, GMC have started with a clean sheet to create something that's a little more hardcore.

Of course, there are exceptions to this rule, but this item isn't what you'd call flashy, like some of the (albeit fantastic-looking) new Premium Karchers, which are often regarded as the industry standard. This one's more about innovation where form follows function. It's a case of good design and simple things like a fold-away reel handle, and the fact that your garden hose plugs into the back (so it doesn't get on your tits by getting tangled with the pressure hose) which makes a real difference.

This solid industrial feeling is strengthened by two other features. First there's the power, of which there is a lot. 165bar of pressure is touching on the spec of many petrol-powered washers, and certainly way up there with the top-end home-use items that are at least double the price. And instead of the more usual, variable-pattern 'twist-lances', they've also favoured industrial-style brass quick-connectors with a selection of separate spray nozzles; another feature that's normally reserved for hardcore petrol-powered items.

In the box you'll find a couple of soft brushes that are suitable for use on cars and an extra turbo nozzle that most certainly won't be. If you like your paint to stay on the actual car, please save that evil little bugger for any oil on your driveway...



Midge's Verdict

As a child of the '80s, I can tell you that nothing with GMC on the front has ever been bad. The A-Team van was a GMC, and GMC is two thirds of my favourite motor ever – the DMC 12 (you and those bloody DeLoreans – Jules). My point is, I had big expectations for this item.

The Global Machinery Company may have been around for 20-odd years, and the price on this one may be relatively low, but when you're chucking around serious numbers like 1800 watts and over 2300-pounds of pressure, you're really competing with the big boys. There's a lot to live up to here, but I wasn't disappointed. As it turns out, this is simply a professional bit of kit, masquerading as more of a home-use item. If you look at it like that, it all begins to make sense. I actually fell in love with its usability and simplicity in a matter of minutes.

Ironically though, some of the best features come when you're not actually using it. The way it's designed makes it easy to remove the lance, and everything packs away neatly with no hoses or power cables flapping around all over the shop. Far too many compact washers fall down on such a simple thing, but there's no such problems here.

Power-wise, it equals or outperforms many that come in at two or three times the price. So, there's no dramas there either. I also like the fact they've incorporated some of the best bits from the more heavy-duty industrial cleaners. It doesn't have some of the flashy features of the top-of-the-line Karcher K7, for example, but then again, it's not the best part of 600-quid either – you kind of expect LCD displays and the like when you're dropping that sort of cash.

Home-use, professional use – the truth is you could use this all day every day without any problems and, most importantly, without even giving it a second thought. It does what it does without fuss or the need to impress the neighbours. In short, it's just a tool. And, for the money, it's probably the best I've ever tested.

In a nutshell: Premium industrial kit at a thoroughly non-premium price tag.





www.sealey.co.uk



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Asian Provocateur

*What's the Thai modifying scene all about? Ladies
and gentlemen, you're looking at it...*



*As rear ends go, that's
pretty extreme*



One flippin' fierce Fiesta

When somebody mentions Thailand, what's the first thing you think of? Extravagant cocktails on sandy beaches? Leonardo

DiCaprio frolicking in blue lagoons? Fat elderly American men wolfing down sticky rice while watching ladies do tricks with ping-pong balls? For us, the first place our mind goes to is the car scene.

That's right – behind the veneer of island-hopping and watersports and world-class cuisine at poverty-line prices, there's a vibrant modifying culture in that Southeast Asian paradise. Its roots are just the same as in the UK – young guys and girls meeting up after dark at drive-thrus and on seafronts, the odd bit of mischievous driving (but not racing, officer, definitely not), and that perennial keenness to make the cars cooler, faster, louder, different.

In Thailand, the main focus is on Japanese rides – Civics, Skylines and S-body Nissans are particular favourites, along with oodles of Integras, RX-7s, Evos and Imprezas. There's a massive drag racing scene, with illegal street drags drawing in huge crowds, and diesel tuning is a really big deal too.

When it comes to street cars, Thai tuners really love to put carbon fibre all over everything; there's a certain fondness for VIP builds, but the overarching headline story right now is wide-body extensions. Thailand

has a keen eye on the fashions of the rest of the world, drawing influence from the likes of Rocket Bunny and Liberty Walk, as well as RWB Porsches, stateside SEMA trends, the Clinched range from Russia – bigger is better, that's the key, and Thailand loves to make its own versions that often don't get a lot of exposure elsewhere in the world. It's like a microcosm of modifying that borrows ideas from across the globe, stirs them together into its own melting pot, then creates unique and exciting things that the rest of us would never expect to see.

That's why we're bringing you this Fiesta: it neatly showcases the archetypal Thai modifying style of 2018, while throwing in a

few curveballs to boot. You see, if there's one thing you can expect from this colourful scene, it's the unexpected. Yes, Thai folks love Japanese cars, but this is a Ford Fiesta. Why take a European-built hatchback and throw their own style at it? Well, why not?

It's worth pointing out, of course, that this isn't actually a European-built hatchback at all. Ford has a manufacturing plant in Thailand, where they churn out huge numbers of Fiestas for the domestic market, and their spec is a bit different to what you'd find in the eurozone. There's no ST model over there: instead, the top-of-the-range variant is the Sport you see here, which comes with a 1.6-litre Ti-VCT motor and a

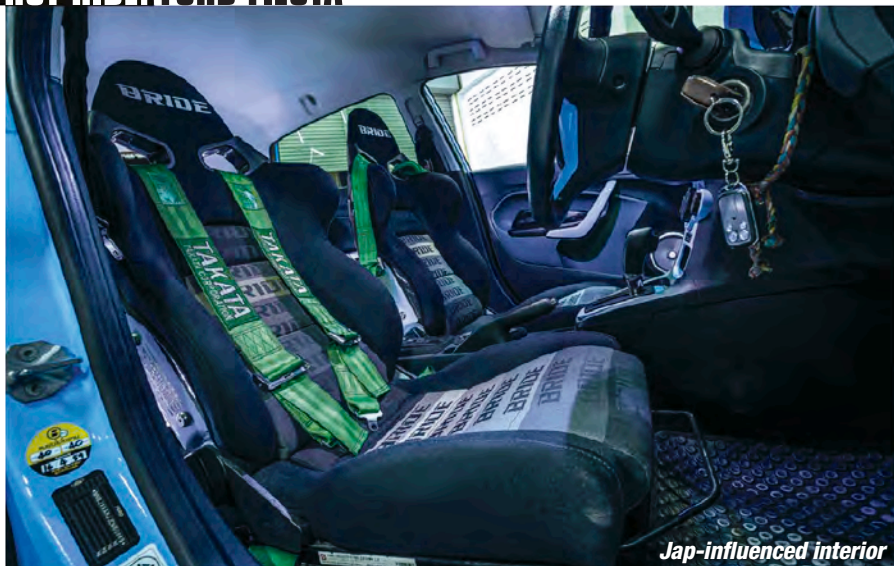


Custom sidewinder pipe is a work of art

“It’s not
always
easy to go
wide-arch
with rear
doors...”



HOT RIDE: FORD FIESTA



Jap-influenced interior

dual-clutch 6-speed Powershift transmission. Bizarrely, Thai Fiestas have a 100mm PCD instead of the 108mm of global versions, the same as the Mazda2 – and the bodies also share various Mazda paint shades. But fundamentally, it's a Fiesta as you would recognise it... at least, it was when it came out of the factory. But one or two things have changed since then.

The architect of all this madness is proud owner Paktakrit Bantip, the Bangkok resident who chose local tuner outfit Garage Unique to make it, well, unique.

They have form with this sort of thing – bespoke Garage Unique wide-bodykits have been making ripples across the internet when applied to cars like the second-gen Toyota MR2, BMW Z4, four-door Honda Civic saloon and E92 BMW, and their eye for an aggressive wide-arch design is matched by the quality of the execution. The kit you're seeing here is the custom 'Street Warrior' design, and

you've no doubt spotted that the base car is a five-door. You can get three-door Fiestas in Thailand, but this base makes more of a statement as it's not always easy to go wide-arch when you have rear doors to grapple with. It either works or it totally doesn't (the latter being the case more often than not), but Garage Unique has really nailed the look here.

The kit comprises the wide arches along with sideskirts and skirt extensions, front splitter, bumper inserts and wing vents, rear diffuser, and, to all of this lunacy, they have also added their own custom design rear spoiler. It's just nuts, isn't it? Have you ever seen a road-legal Fiesta so wide? Or one running 10-inch wheels with 255-section tyres at the back?

Oh yes, and we'd definitely better talk about the wheels. Paktakrit had his sights set firmly on the Thai scene's JDM influence here, craving the internet-breaking majesty of WORK Wheels, and a key advantage of

this decision is that the wacky PCD didn't really matter – WORKs are bespoke, crafted to your own specs, so they can be made to fit whatever you like. In this instance, he's gone for the celebrated Meister S1 design, 8.5x17-inch up front and 10x17 out back, which is a frankly mind-blowing footprint for such a small car. The rubber is race car aggressive too – Yokohama Advan A050s make a real statement about your street-racer intentions. Perfect for those warm Bangkok nights, with their sticky tarmac underneath.

Thai tuners love a brutal exhaust, and the laterally-exiting affair you see here was knocked up by Tho Kun Art; it fuses the modern enthusiasm for rorty and extremely visible pipes on JDM builds with a certain early-2000s throwback to the UK scene. Remember when every Saxo had 5in pipes poking out of the back? This is in the same ballpark. And in a further flashback from the 2000s, just check out Paktakrit's interior.

The air install takes centre stage of course, as we're seeing across the globe (and yes, obviously the Fiesta's running a custom air-ride setup!). But the rest of the interior treatment is something that used to be everywhere but you really don't see that much of these days: whacking great amps, huge subs, loads of high-end speakers, all artfully presented in custom enclosures.

Bride Stradia buckets and Takata harnesses bring it all back to the here-and-now. This is a car that draws in influences not just from modding trends around the globe, but also across the decades. And that's Thai car culture in a nutshell – it's a sort of greatest hits of worldwide ideas, spanning a broad timescale, and bringing it up to date with the country's unique style.

It's not just Pure Shores, pad thai and sex tourism: Thailand is about provocative, mould-breaking cars. So now you know. 🇹🇭



Don't make it angry...



A big, old-skool audio build

TECH SPEC: NISSAN 370Z

STYLING:

Garage Unique Street Warrior wide-bodykit – including arches, skirts, skirt extensions, rear diffuser, front splitter, bumper inserts and wing vents, Garage Unique rear spoiler, custom taillights

TUNING:

1.6-litre Ti-VCT, custom Thokunart stainless exhaust system with transverse outlet, 6-speed dual-clutch Powershift

CHASSIS:

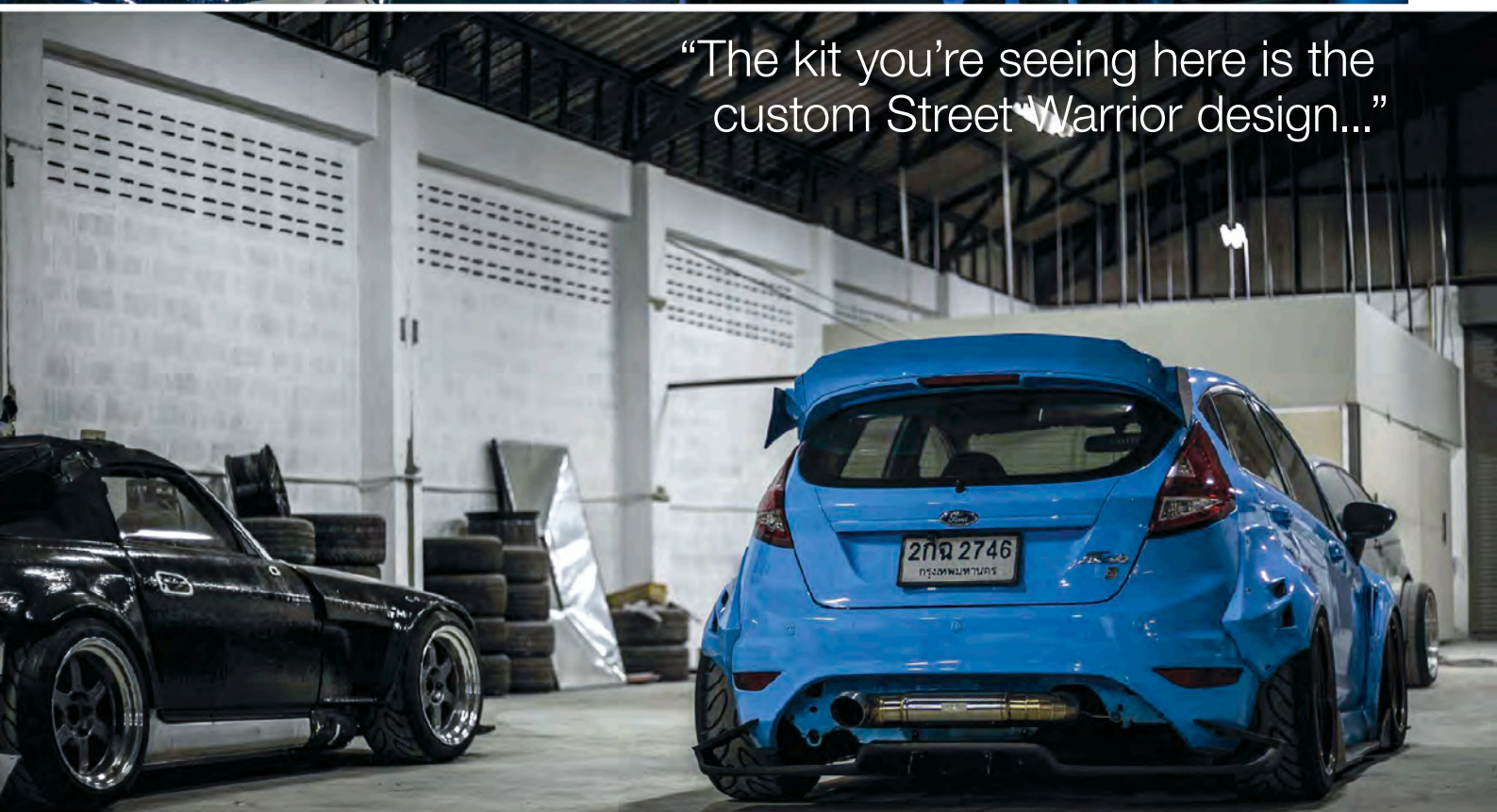
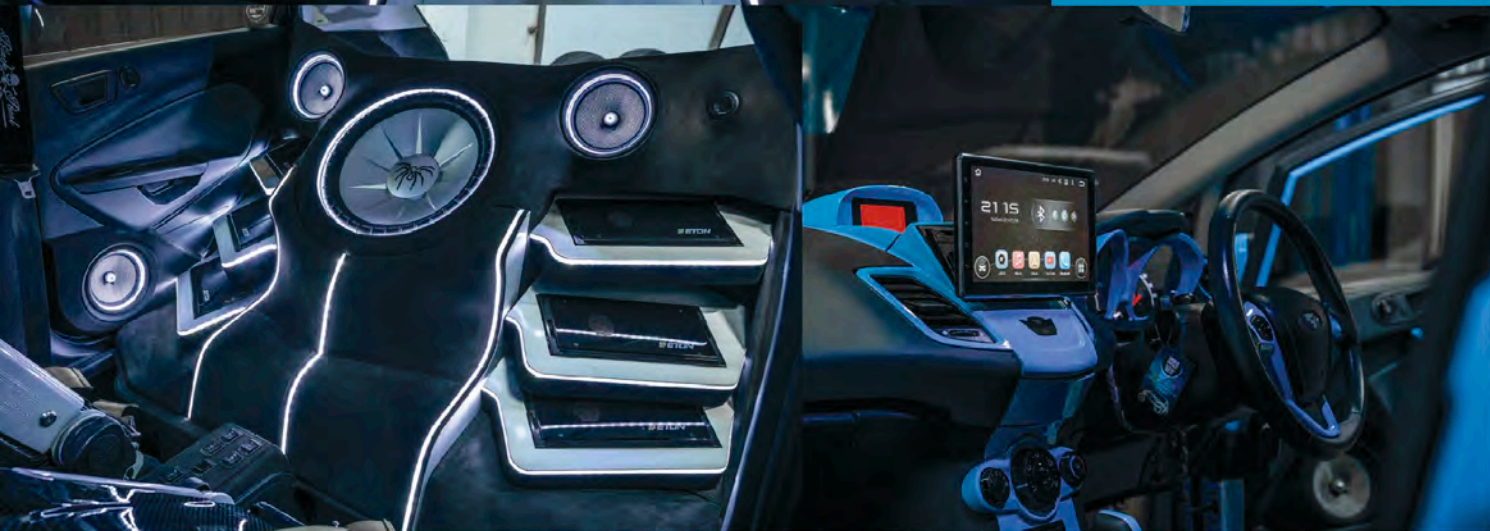
8.5x17" ET15 (front) and 10x17" ET15 (rear) WORK Meister S1 wheels, 225/40 (f) and 255/40 (r) Yokohama Advan A050 tyres, 25mm front and 35mm rear spacers, custom 4-valve air-ride system

INTERIOR:

Bride Stradia seats, Takata harnesses, 10" touchscreen media centre, Massive Audio pre-amp, 6x Eton Power Amps, 10x Focal speakers, 15" sub

THANKS:

Garage Unique Thailand, Unwanted Team, and SerialOne Photography



“The kit you’re seeing here is the custom Street Warrior design...”

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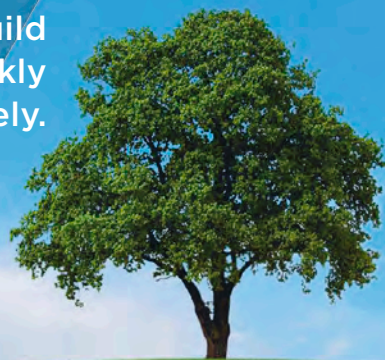
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Contents

Crazy Golfs.....	064
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Comic



Genius

These big-power Golfs are so colourful and cartoonish, they could have been sketched by a 1950s comic artist. But right here, right now, they're offering brutal 21st-century power and some ingenious engineering solutions...



BONUS RIDES: BOOSTED MK3 GOLFS



What's a R30T? It's a R32 block with 2.8 VR6 crank and pistons - and this one has a Precision 6262 turbo bolted to it

The Marvel vs. DC Comics debate is one of those contentious issues that's been running for generations. It's more polarising than Ford vs. Vauxhall, cats against dogs, snooze or rise... and it's a frighteningly violent struggle. Look at the firepower on either side; Marvel have Spider-Man, Captain America and The Hulk, whereas DC have Superman, Wonder Woman and Batman. How the hell are you supposed to choose?

These two immovable forces push against each other like the matched poles of twin magnets, and we find this mirrored in the two cartoonish Mk3 Golfs you see here. In the Marvel corner, we observe Sol Peer's Porsche-blue car – just look at his headlining and doorcards to see where his allegiance lies.

And fighting the DC corner is Rae Gami, his Lamborghini-yellow Golf's headlining proudly flying the DC Comics flag. When two irrepressible energies such as these meet, you'd do well to stand back, lest you be pummelled with shrapnel or simply vaporised where you stand.

The fact that these cars are running a combined 1,200bhp should be enough to convince you to exercise caution... although as we tentatively approach the owners waving our well-worn white flag, a ripple in the Matrix glitches across our midst.

These two fellas aren't mortal enemies. They're good mates, united in enthusiasm for ridiculously powerful retro Volkswagens, and there's little to be afraid of here. We

sheepishly trouser the flag and start asking a few searching questions, more than a little disarmed by their broad smiles.

We veer toward Marvel first of all, largely because the holes in Sol's custom bonnet offer a window into a frankly incredible engine bay and we find it hard to look away.

"I've always owned Volkswagens, and I've always liked to put my own unique touches on them," he offers, by way of introducing a superhero back-story. "When I passed my test, both my parents had Mk3 Golfs, so it was natural for me to get one too – and I've





had so many! Oh, and I've always loved VR6 engines. You can't beat the sound of a VR6!"

No arguments here, and it's obvious that this shiny blue Mk3 is about more than six-pot grunt – the aesthetics are flawless, and that's attributable to Sol's day job as the driving force behind Heart and Sol Paintworks. It's always been on his bucket list to build his dream Mk3, a fusion of form

and function, and that's exactly what you're looking at here.

"When I started planning this build, I already had a Dragon Green Mk3 VR6 and a Mk3.5 cabby VR6," Sol recalls. "With heavy heart, I broke the green one for parts and sold the cabby to raise funds for this build. The search began, and a few weeks later I found the ideal base – a black 8v GTI, up for £360 in South London. Rae and I went to

"The first show I took it to was Ultimate Dubs and it went viral..."



BONUS RIDE: BOOSTED MK3 GOLFS



Bucket list, ticked

What a knob...



well go all the way," he laughs. So Richie was charged with the task of ordering parts – Precision 6262 turbo, cast manifold, Emerald K6 ECU, AEM meth kit, the works. The 5-speed 'box would melt like chocolate with this power, so an O2M six-speeder was sourced, rebuilt, and fitted with a Quaife LSD and custom driveshafts.

With the engine all together and mapped it made 450bhp at 14psi, and Sol ran it like this for three years before deciding to rebuild the engine as an R30T. (This, essentially, is an R32 with a 2.8 VR6 crank and pistons – a strong setup as it allows for much higher revs.) With this done, John at Emerald mapped it to 350bhp on low boost and 500bhp at 14psi – impressive stuff!

"While the engine was being built, I did all the bodywork myself back at Heart and Sol," he says. "I started off by respraying the car from Black Magic to Porsche Riviera Blue with a custom pearl. Then I moved onto smoothing the front and rear bumpers, shortening the door handles, building the custom skeleton bonnet, short number plate recess, fibreglass wide front wings, and wide rear arches. Having run through a few sets of wheels (including lightweight race



wheels, Cast RB1s and RB2s, custom three-piece splits, and even retro TSW Venoms) he landed upon the current staggered RH splits, which were rebuilt by Rusty Rims with new lips, neochrome hardware and copper centres to match the engine bay.

Moving to the interior, there was of course the question of that custom Marvel headlining, along with a bespoke push-button start, Cobra buckets and a flocked dash, while in the rear there was a suede false floor hiding the battery and subwoofer, which has recently been stripped right back for more of a road-racer look, complete with OMP rollcage.

"The Golf was a good way to promote my business, as I pretty much started up as the car came out," says Sol. "The first show I took it to was Ultimate Dubs and it went viral – with mixed reviews... I think maybe the original pink engine bay had something to do with it! But it's always pretty much had good reactions." It's certainly caught our eye a few times, and this latest evolution really has it all – massive power, incredible poise,

take a look – in the rain, in the dark, not ideal conditions! – and found a car with no rust, fully polybushed, Porsche Cup wheels, quad lights, lowered suspension, stainless exhaust... I had to have it! The engine was rough but it was driveable, so we drove it home in a cloud of black smoke."

The original plan was to build a nat-asp R32 Mk3, and a few days after buying the car Sol sourced an R32 motor. He then set about stripping the car down, smoothing the bay, and sending the shell and engine off to Richard and Ricky at TWR Auto-Tuning to carry out the engine conversion and wiring. "I had a vision of how I wanted the engine to be, but after going to Ultimate Dubs in 2013 and seeing Gethin Evans' 24v turbo Mk3, I decided that if I'm gonna do it, I might as



Marvel-ous headlining





TECH SPEC: **BLUE GOLF**

STYLING:

Heart and Sol respray in Porsche Riviera Blue, custom smooth bumpers with smooth air scoops, short number plate recess, drag-spec splitter, custom door handles, fibreglass wide front wings, all-red taillights, quad headlights with smooth scoop for air filter, debadged grille, custom wide arches, custom pop-out rear quarter windows, carbon fibre skinned roof, one-off bonnet to showcase fully smoothed copper pearl engine bay

TUNING:

R30T engine (R32 block with 2.8 VR6 crank and pistons) built by TWR Auto-Tuning, cast manifold with Precision 6262 turbo, Mk5 R32 inlet, 3.5in turbo-back exhaust system with side-exit tail, battery relocated, satin black boost pipes, hidden loom, AEM water/methanol injection, Emerald K6 ECU with switchable maps, 02M Mk4 transmission

POWER: 500bhp @ 14psi

CHASSIS:

8x17in (front) and 10x17in (rear) RH wheels by Rusty Rims – in custom copper pearl with neochrome hardware, 195/45 (f) and 215/35 (r) Falken tyres, AP coilovers, uprated anti-roll bars, upper front strut brace, fully polybushed, Porsche front calipers with 232mm Cupra discs, Mk4 R32 rear calipers with VR6 discs

INTERIOR:

Stripped, flocked dash with gloss black inserts, custom AEM gauges in centre console, plasma dials, full gloss black OMP rollcage, red and black Marvel headlining and doorcards, push-button start in driver's door, red Cobra buckets with red four-point harness

THANKS:

"I have to say a massive thanks to Richard and Ricky at TWR Auto-Tuning. My car wouldn't be what it is today without the knowledge and passion for what they do. They spent a lot of late nights on my car and I really appreciate it. From this we've become good friends! Also got to thank Rae and Tommy for chipping in on the late nights too. Thank you John at Emerald, he is a genius. Jason at Rusty Rims for putting up with me changing my wheels more than my shoes! But makes them look amazing. Have to say the biggest thanks to my girlfriend Christine, for helping with the build and putting up with the stress and long nights – and still helps getting the car to show-finish at shows. She's the Heart in 'Heart and Sol Paintworks'."

and a sublime finish.

All of these attributes can be applied to Rae's Lamborghini-yellow Mk3 too. And like Sol, he's got a long history of sweet modified rides. The key driver of all this was his Uncle Cliff, who – when Rae was a kid – owned a lot of RS Cosworths, which hooked him on boost from around the age of eight! They attended many shows together, and when a cousin bought a Golf and gave it all the period mods, they started going to modified car meets at the Ace Café. Most of the family were in the motor trade, and

Push for fun



"One night, on the way home from the Ace Café, a set of angel eyes appeared in Rae's mirrors, and Sol's Mk3 passed him at devastating speed..."

A real pair of superheroes





standard 2.0-litre 8v, with rusty sills and holes in the floor," he says. "The initial plan was just to make it as quick as the old Polo, but one night I was passed by a T5 Sportline which totally left me standing, and that annoyed me..." So, channelling that DC superhero rage, things got a bit out of hand!

A mate was breaking a VR6 with a Rotrex supercharger, so Rae grabbed that and Richard at TWR Auto-Tuning set about fitting it and setting it up... in secret! Two weeks later, Rae's supercharged Mk3 unassumingly rolled up to meet his friends on the way to a show, and he was determined to beat Sol this time – and he did, surprising him by flying past him on the motorway, although having got a little over-exuberant, the 'charger belt jumped

and Rae had to get towed to the show. Nevertheless, the Mk3 journey was well and truly underway.

Keen to get quicker, he experimented with smaller pulleys and bigger injectors, and various setups which did and didn't work, until Richard suggested swapping to an Emerald standalone – this opened the door to 320bhp+, and finally Rae had a car that was fast enough to scare Uncle Cliff. "I took him for a ride, and I've never seen anyone grab the Jesus handle so quick!" he laughs.

But he wasn't done. Far from it. A race with an SL55 AMG saw Rae dropping a

Uncle Cliff always had savagely fast cars, so it was inevitable that Rae would be a petrolhead; when he came of age he landed a job with Ferrari/Maserati specialists HR Owen. His first big project was a Polo G40, which he fitted with nitrous to try to keep up with Uncle Cliff – which cracked the supercharger right down the middle! So the natural solution was to turbocharge it.

Why a Mk3 Golf, then? Well, the Polo got written off, and by this time Rae was deep into the VW scene and the VR6 Mk3 had been blipping on his radar. Then one night, on the way home from the Ace Café, a set of angel eyes appeared in Rae's mirror, and Sol's Mk3 passed him at devastating speed. Decision made, then.

"When I bought this car, it was a bog-

Tasty carbon shifter





valve, so he sourced a low-mileage VR6 and swapped the bits over, before melting a couple of pistons (do you get the feeling that he's quite a hard driver?!), and it got to the point where he really needed to take it off the road and build it up strong enough to deliver the performance he wanted. Rae discussed it with Richard and concluded that, while an R32 would be ideal, a 24v VR6 was more in budget, so this was sourced and built with the aim of 450bhp.

"While this was happening, the shell was with Sol – who told me that it was basically a bad shell that needed a lot of welding," Rae recalls. "It was a real FML moment, and there were a few sleepless nights, until I figured 'f*ck it, let's just do it... with a twist'."

So a junker Syncro was sourced from Europe, and Tony at Jamoy Autoworkz cut the floor out in order to transplant the 4WD setup; with everything fitted up and the car back at Emerald, it delivered a solid 500bhp

Comically good headlining....



Race ready interior looks bang on





Stripped and ready to rock and roll

– enough to run eleven-second quarters.

That's a lot of power through a stock bottom end though, and after another blow-up Rae decided to go fully-forged; this brought it up to 530bhp and had it running tens (which requires the mandatory fitment of a rollcage), with added reliability – a shakedown to Wörthersee threw up no issues, and brilliantly after John at MJ Motorsport (the Emerald tuning guy) saw a video of the car online, he contacted Rae and said 'I'm not happy with your anti-lag, bring it in'. So he did, and John tweaked a few things and mapped it to a safe 700bhp!

"Heart and Sol spent endless time painting my car too," says Rae. "Sol hated

the colour I chose as it wasn't the easiest to get done! There were so many stages, he did most of the R&D to help it aerodynamically, and he's still throwing ideas at me – he and Christine did the custom roof, which I would never change for the world."

The key feature that unites these two cars is that, in spite of the Marvel vs. DC references, these are not two immovable forces. We're looking at a pair of mates with deep roots in the scene, who've spent years building up their dream cars together. The question is, is a combined 1,200bhp enough? We suspect these boys are far from finished... **FC**

STYLING:

Lamborghini yellow, custom Heart and Sol roof, Hella quads with custom intakes, Hella all-grey taillights, USDM bumpers with vortex air intakes, arch extensions, ABT rep sideskirts, polycarbonate windows, frenched tailgate, custom door handles, carbon fibre bonnet, engine bay painted Porsche Fluorescent Yellow

TUNING:

2.8-litre 24v VR6, fully forged, cast manifold with Precision 6266 turbo, twin wastegates, short-runner inlet, 3.5in turbo-back exhaust with side-exit tail, AEM water/methanol injection, Emerald K6 ECU with switchable maps, 02M Mk4 transmission

POWER: 700bhp @ 27psi

CHASSIS:

8x17in 3-piece splits by Rusty Rims – centres in dark red with gold flakes, gold hardware, 195/40 Falken tyres, GAZ Gold coilovers, Syncro transplant, Audi R8 front calipers with R32 discs, twin brake setup at rear – Porsche 4-pots with Phaeton discs and Mk4 R32 calipers

INTERIOR:

Stripped, flocked dash with carbon inserts, 6-point rollcage, custom DC Comics headlining, Sparco Rev seats with 6-point harnesses

THANKS:

"Thanks to Richard at TWR, he's been there through it all and guided me with the build, it's honestly unforgettable – the engine we built seems to be taking the beating, I tell him we need to bottle your stuff and sell it! Thanks to Ricky Vias for letting us use the lock-up to build the beast and giving hands on the build too, Tony at Jamoy Autoworkz – his fabrication work is unbelievable, John Lamsley at MJ Motorsport – our go-to Emerald guru, this man's mapping is untouchable, he is the magic man for a reason. Sol and Christine at Heart and Sol Paintwork for doing practically all the bodywork touches on it – it was tough going and the hours you lot put in weren't missed but it's beautiful – truly indebted forever. Tommy for his helping hand on bits too, Kiran at TPS for putting up with me phoning up asking for the randomest stuff and getting for us. JNL Racing, Jeremy Thurston, G-Tuned, Rusty Rims, RNJ Motorsport for the cage, Rob at TSR Performance, Neil at Pro Engines for his efforts, and all the friends for their support. And to my cousin Dave for helping me with bits and bobs too, I wish your dad (Uncle Cliff) saw the car before he passed bro, he got us into this really – can't forget where it all stemmed from."



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"It feels like you've just had a bomb go off in the boot. The boost just keeps on building; it's like it's never going to stop"



Man has always had a desire to be the first to do things. Whether it's landing on the moon, flying around the world or simply getting to the bar on a busy Friday night, being first matters. It's in our DNA (probably hard-wired from the days when we lived in caves). So in the Ford world, it is really no surprise that there's an innate desire to be the first: the first to own the latest RS model, the first to fit a new set of wheels, the first to have a 1000bhp Focus RS.

But Grant Butler didn't set out to achieve a world first... Having owned a few non-Fords since his Focus ST was sold, Grant decided he needed to get back into a Blue Oval and began looking for a car.

"I booked a flight down to London to go and see Quaife's demo Focus RS," says Grant. But then something interesting happened: "I got an alert on my phone for another RS that was up for sale for £13,500, also in London – £13k less than the one I was going to buy." Having called the owner and with a certain amount of scepticism, Grant took a gamble and agreed to meet him at the airport.

"It turned out to be a Cat D, stolen recovered, but it had all the documents and checks." He continues: "It needed a few bits and bobs tidying up, but it was a solid, honest RS. We went back to his house but as he reversed in, he clipped a rock and

ruined the rear bumper! Straight off, I saw this as a bargaining tool, as I already had a spare at home."

A bit of negotiation followed and Grant managed to get the Focus RS for just £12,000 – around half the price he'd been ready to pay for the other one a few hours earlier. With a big smile on his face, he drove back up to Scotland, where the mods began the very next day.

"I'd already started collecting parts, so I fitted a Milltek Sport exhaust system with a high-flow downpipe and de-cat." With an Auto Specialists' induction kit, the 2.5 now made a proper five-cylinder growl.

With thirteen grand burning a hole in his pocket, Grant had soon booked the RS in for a full re-spray. "I'd always wanted a purple Focus RS; a colour I thought Ford should have made from the start. So we ordered the paint direct from House of Kolor in the US – a unique Kandy Purple Pearl at the cost of £1,400 for the paint alone!" he laughs. It required two black basecoats, followed by four coats of Kandy Purple, then four further coats of lacquer, but the finish is flawless.

Having already fitted some 20in BBS alloys, Grant decided to mix things up by changing them for a set of Volan wheels from a Jaguar XF. "One of my favourite mods was when they were painted Hyper White to make the purple really pop out," he comments.

With the bodywork and wheels looking on

the money, Grant turned his attention to the rest of the exterior. "I wanted to make it look like it'd come from Ford as a special edition," he says. A custom bonnet was created using Sierra Sapphire 4x4 vents along with a 'U'-duct cut into the bonnet for cooling: "I knew I was going to need it for the plans I had." All of the plastics were finished in Piano Black and the tailgate flushed and tucked to accommodate the shorter personal plate. The front bumper also had the bar that runs through the centre removed for a more aggressive look.

Then it was time for the first bit of engine work, which entailed a GI Motorsport RS420 set-up. "The car was great at that point, with mega power and so much fun to drive!"



...another fat one?



How do you get 1010bhp?

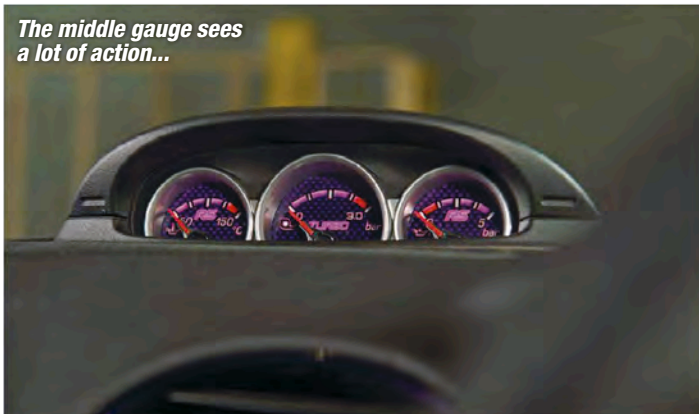
Squeezing over 1000bhp from a 2.5-litre Duratec takes some doing. It helps, of course, that it's a decent capacity five-cylinder unit, but the huge pressure on the engine means it needs to be immensely strong. The bottom end has been pinned and lined with strong ARP bolts used to hold it all together. Then you need a turbo capable of flowing the huge quantities of air needed to make 1010bhp (in this case, a BorgWarner EFR9180). Of course, it wouldn't fit at the rear of the bay, so a custom side-mounted manifold was also required for the install.

As with any big-power build, the key is in the mapping. In this case, the Syvecs standalone set-up allowed Devil Developments full control over every engine parameter – timing, knock, EGTs air/fuel ratio – in fact, any information from the engine could be assessed and adjusted as necessary. It was also run on E85 fuel, which has a higher octane rating due to its ethanol content. At 2.8bar the turbo is right at its limit, so this is as far as this current set-up will realistically allow.

BONUS RIDE:



The middle gauge sees a lot of action...



Syvecs management offers anti-lag, launch control and much more

At this stage, Grant was happy with the performance so turned his attention to the interior, where he really went to town!

"I took it to Optimus Automotive in Glasgow and they trimmed everything in black nappa leather with purple stitching and logos to match the paint." Literally everything has been lovingly covered including the dash, door cards, all pillars, parcel shelf and steering wheel. The seats deserve a special mention, as they're finished in an Escort Cosworth-inspired hexagon stitch, which looks fantastic. Grant wasn't done yet though...

"Watching all the RSs on the scene I knew I had to be different. And with everyone pushing the boundaries of the five-pot engine, I knew it would have to be something that no one else had done!" Grant smiles.

Having already bagged a set of truly epic brakes – 410mm front discs gripped by eight-pot calipers and 365mm with six-pots on the rear – Grant was ready for some mega-power.

"I spoke to Andy and Lee at Devil Developments and with Lee having built the fastest Mk2 RS in the world, I knew we'd have a great car at the end of it," smiles Grant. And so the transformation began.

"My first purchase was the biggest turbo that BorgWarner made in their EFR range which was the EFR9180." This monstrous unit is packed with features, but it was a tad large for the Focus's engine bay. "It was never going to fit in the original spot behind

the engine, so a lot of work went into building a custom, 'side-winder' exhaust manifold to place it where the battery used to sit," says Grant. Meercat Exhausts were tasked with fabricating this bespoke item and a few weeks later produced the stunning, equal length manifold. Next came a custom exhaust system including a 115mm high-flow downpipe leading into a full 115mm system right to the rear silencers. Huge, 5.5in slash-cut tailpipes were then added.

With forged rods and pistons, Anembo plenum and 1000cc injectors, the RS made 834bhp on Syvecs management – the highest powered Mk2 at that time. But then disaster struck. "I was pushing an Audi RS6 down the motorway on the way back from Crail, when the engine let go," says Grant.

"At 2.3bar the head lifted and it nuked pistons one and five to the point they dripped alloy onto the rods!" The inadequate head bolts were to blame and Grant was left with a wrecked engine.

"I was ready to take the cut-off saw right down the car and sell it off in bits after the engine blew, but my wife Suzanne persuaded me to rebuild it." With fresh motivation, the project was soon back on track. "I had my sights firmly set on being the first road going Focus RS over 1000bhp after another RS pushed past my 834 and hit 856bhp," Grant grins.

So, Lee at Devil Developments began work on spec'ing a bombproof engine. The highlights include a big-valve, flowed head with Stage 3 cams, a super-strong lined block, pinned and braced bottom end,

Cheeky custom dials





GRANT BUTLER

AGE 37

FIRST FORD Mk4 Escort RS Turbo van

FAVOURITE MODIFICATION?

The purple paint

FAVOURITE FORD SHOW OR EVENT?

Ford Fair

TRACK DAY OR SHOW & SHINE?

With the expensive paint, it has to be show and shine

SIERRA RS500 OR FOCUS RS500? Sierra WRC OR BTCC?

Sierra WRC

LESSONS LEARNT FROM THIS PROJECT?

Over spec everything; you can't have a cheap part on a build like this

WHAT'S NEXT

Full underbody resto, a 4WD conversion and possibly a little more boost... maybe

THANKS

My wife Suzanne, Andy at GI Motorsport, Lee at Devil Developments, Wullie at Meercat Exhausts, all the lads at Planet Performance, Chris and Hayley at Bank Street Garage, Kevin at KW Detailing, all my 'Boost Junkie' friends and family who helped along the way





1010bhp - sweet like chocolate

together with a billet crank, I-beam rods and oversized pistons. Every nut was changed for ARP kit to hold it all together under immense pressure; all assembled by Andy at GI in Scotland.

After being run-in (off-boost) for 1000 miles, some custom 2000cc injectors were fitted, before the oil was changed ready for the mapping. Lee travelled up to Dyna Tune in East Kilbride where a whole day was spent on their hub dyno, which initially saw 760bhp at the hubs. "Lee knew I wanted to be the first over the line to hit the 1000bhp mark," says Grant. "He mapped and mapped and mapped and, with E85 fuel, it hit the massive figure of 1010bhp at the flywheel (918bhp at the hubs) and 870lb.ft. I was delighted - we all were," smiles Grant.

So what does a 1010bhp Focus RS feel like to drive?

"It drives brilliantly round town off-boost,

and is awesome on fuel," comments Grant. "Sink your right boot though and it feels like you've just had a bomb go off in the boot, pinning you into your seat!" He continues: "The boost just keeps on building; it's like it's never going to stop." But it isn't uncontrollable - the Syvecs management sees to that. "It comes in at 3,500rpm and there's full boost from 4,000rpm to past 7,000rpm." Grant runs 2.8bar for the full-fat, 1010bhp, but for day-to-day use it's pulled back a tad to 750bhp at 2.3bar. "It's more than enough to spank all the cars round my way though," laughs Grant.

"With so many RS owners now wanting to hit that 1000bhp I know it will only be a matter of time before that figure is beaten, but they'll never be the first to break the 1000bhp mark and that's all I wanted - you always remember the first!" he smiles. A job very well done, sir! 🏆

ENGINE

2.5-litre Duratec, BorgWarner EFR9180 on a V-band, Turbosmart 45mm wastegate, Stage 3 cams, ported, polished big-valve head, pinned, lined, wire ringed & decked block, K1 I-beam rods, Weisco pistons, Cosworth head gasket, custom 'side-winder' exhaust manifold, Airtec Stage 3 intercooler with custom big boost pipes, Airtec remote oil cooler, Syvecs ECU With Toucan touch screen and fuel flex, custom manifold back exhaust with custom 5.5in media blasted tips, Anembo billet inlet plenum, 2000cc Injector Dynamics injectors customised to car, Samco boost hoses, Devil Developments triple fuel pump system with swirl tank, water meth spray kit, uprated NGK spark plugs, ceramic coating and lava wrap to manifold and bonnet, uprated coil packs, Hard Race engine mounts POWER 1010bhp (flywheel) 918bhp (hubs) at 2.8bar on E85, 870lb.ft torque

TRANSMISSION

Lightened flywheel, Quaife LSD, Xtreme triple-plate carbon clutch, Vibra-technics gearbox mounts

SUSPENSION

BC Racing fully adjustable coil-overs on rose joints, Powerflex bushes all round, Hard Race rear arms and front lower arms

BRAKES

K-Sport 8-piston calipers with 415mm floating discs (front), K-Sport 6-piston calipers with 385mm floating discs (rear)

WHEELS & TYRES

Jaguar Volan 20in staggered alloys powder coated Hyper White with custom badges, Michelin Super sport tyres 235/30x20 and 245/30x20

INTERIOR

Custom nappa leather trimmed dash, centre console, door cards, parcel shelf, steering wheel, gear stick, handbrake, front and rear seats, all detailed with purple double top stitching, RS and Recaro logos, custom speedo, boost, oil pressure, water temperature dials, custom stainless driver's footrest, plastics colour matched to exterior

EXTERIOR

Painted House of Kolor Kandy Purple Pearl, custom fabricated vented bonnet, custom fabricated boot lid, Maxton designs side and rear extensions, Triple R front splitter, smoothed bumper trims, modified front bumper mouth piece with custom mesh, Monkey wrench bespoke front headlights, Monkey wrench custom wing mirror indicators

AUDIO

Pioneer SPH-DA120 headunit with Bluetooth and apple play, gold cabling throughout, JBL components, tweeters and hidden 6x9s, 2x12in JBL subwoofers, 2x 1000watt Alpine V12 Amps, 1x10in Sony xPlod subwoofer



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As used on Grant Butler's 1010bhp Focus RS



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SOARING ABOVE

He's probably owned more Toyota Soarers than anyone else in the country, and all that experience has now culminated in the form of Simon Davies' latest masterpiece: this bespoke third-generation beauty that flies leaps and bounds above its peers...





BONUS RIDES: TOYOTA SOARER

'Practice makes perfect' – one of the least cringeworthy of all those inspirational phrases out there. It actually carries a surprisingly large amount of truth to it in a number of situations in life.

It certainly rings true for London-based Simon here, that's for sure. This is a man whose deep love of Toyota's often-overlooked two-door coupé – the humble Soarer – over the past couple of decades, has led him on a mission to bigger and better things.

Owning no less than 70 examples of this luxury sports cruiser in his time (yes, you did read that correctly), it looks like his very extensive knowledge of this rather quirky car has fully paid off if his latest project is anything to go by...

Co-owner of one of the most prestigious custom exhaust manufacturers in the country, St Albans-based EMP Performance, Simon's used to being surrounded by some of the finest-built modified cars around. Just check out the perfect pipework the firm created for the cover star of FC's August '18 issue – that mental Flachbau 997 Porsche – if you need confirmation. And it's this day job combined with his comprehensive car back-catalogue that helped spur Simon on to create something really special a couple of years back.

"I was a Ford man back in the day," he admits, telling us tales of cars like his 220bhp turbo Orion that went through more

gearboxes than you could count on your fingers within the space of just 12 months. "They soon proved too problematic for me and I began searching for something a little more reliable..." It took a test drive in a mate's V8-powered Soarer – a car which Simon admits he knew little about at the time – for him to be fully hooked on this Jap rarity.

"Weirdly, there was a 1JZ-powered manual-gearbox Soarer for sale at my mate's garage – a spec I now know is incredibly rare – that I unsurprisingly snapped up after a test drive," Simon continues. He was sold on the idea of the infamously tunable six-cylinder versions of the car that share more than a bit of their DNA with the iconic Supra and promised everything he'd dreamt of when owning his modified Fords, even in factory trim.

Cue a couple of decades of Simon getting fully balls-deep into the 70-odd Soarers that passed through his life at that stage, learning the ins and outs of the model like perhaps no one else. And this neatly brings us to a time around six years ago when he first clapped eyes on the car you now see before you...

"It was a completely standard, factory manual example that previously had just one owner and was in fantastic condition," Simon reveals. Music to every Soarer aficionados' ears, that's for sure. "I guess I was in the right place at the right time," because no more than 30 minutes after the car had been uploaded onto eBay, Simon



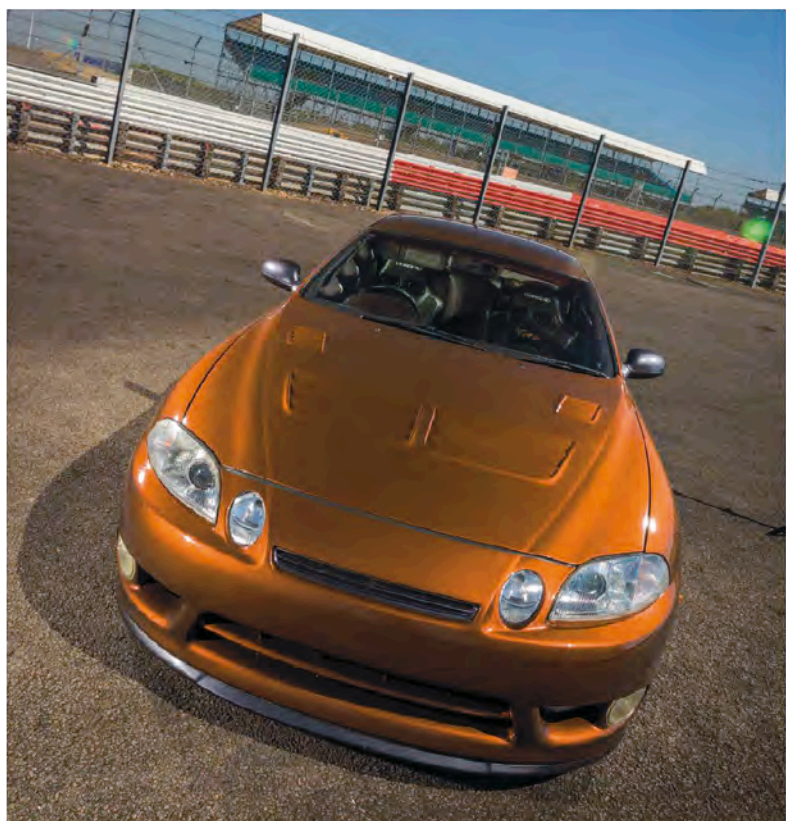
was at the previous owner's house, counting cash and signing the logbook. You've gotta move fast if you want the best, after all!

"I instantly knew the car was so nice, it'd be the one I went the extra mile with," Simon continues, explaining how he knew from the start that things would be taken to the next level with this particular example. "I didn't have a particular plan in place to start with and thought I'd just roll with it. The only thing I knew I didn't want to do was turn it into a drifter, it was far too nice for that..."

Simon, therefore, started with mods such as a slightly more aggressive VVTi-spec bodykit, a set of coilovers and, perhaps unsurprisingly, a full EMP Performance



“It’s now producing 620bhp and 500lb ft of torque,
although it’s good for about 800bhp...”



BONUS RIDE: TOYOTA SOARER

custom exhaust system, before the whole thing 'just went crazy' as Simon so effectively puts it. Beginning with the aesthetics, the body kit was soon complemented by a one-off smoothed and widened arch job with the help of Ben at Silk Mead Paint and Body shop. The result is so ridiculously perfect that you'd be hard-pressed to tell it wasn't standard unless you put it up against a stock Soarer; those muscular flanks now mimicking the likes of Mk1 Escorts so effectively.

To help bolster the new looks, Simon was soon on the hunt for a way to add a load more power to the car's sturdy drivetrain. And the answer came from the most unusual of places... "I saw a 1JZ-swapped Lexus IS200 for sale with a fully forged example of the engine that was built up by SJS," he recalls – a firm he'd only heard good things about during his time immersed in the car world. By snapping up the entire car and selling off all the bits he didn't need, he'd landed himself the mother of all engines without the monstrous price tag or build times that he'd been dreading, a win-win scenario!

The engine's since been taken to the next level, with Simon's 'only-the-best' approach meaning that all of the unsatisfactory bits were promptly removed and replaced for

more premium components. It's why a huge Owen Developments' roller turbo now takes pride of place under the bonnet, safely cranked up thanks to the fully reworked internals on that straight-six block. "It's now producing 620bhp and 500lb ft of torque,

although it's good for about 800bhp which it will achieve once I've got a stronger gearbox," Simon laughs, admitting the current cog-shifter would probably melt after a few hard launches on even the current setup. "It drives like a dream now though, you'd never ever know it was a 25-year-old car."

Next up was to pay some attention to the Soarer's then-white paintwork. "I was pondering what colour to respray it when I saw an Audi R8 drive past our workshop in the stunning and unique Ipanema Brown," he muses. An exclusive colour to only certain Audi models, Simon was blown away with the way it mixed old-skool retro with cutting-edge trends. And he soon snapped up a couple of tins of the hue to slap onto his perfectly widened curves.

Giving off show-stopping US-style vibes once those bling Cosmis Racing rims were on, Simon knew the next step would have to be to add a killer air-ride system to the Toyota in order to give it that reliably awesome stance when hard parked at shows. Amazingly a D2 Performance kit for this exact application was available off-the-shelf from the States, which is now tied into Air Lift Performance's V2 management for the perfect level of adjustability. And we think you'll agree, the



It's all about the Ipanema inside too...





*A splash of colour
liven's the interior nicely*

Internal Affairs

The classy leather cockpit of Simon's Soarer is yet another area that's been treated to the perfect level of attention that allows it to look far fresher than its age. The centrepieces are those two reclining Corbeau buckets up front, custom finished to match the bronze exterior, with the rear bench and other components inside also reworked to match.






Cosmis hoops show off the big brakes to perfection

overall look is something that's rarely performed so effectively this side of the Atlantic.

Topped off with plenty of custom interior tweaks that perfectly match the unique colour now proudly displayed on the outside, Simon's three-year-long monster project has now gradually come to an end. He was keen to stress how he was in no rush to finish the project; things would take as long as they needed to in order for no corners to be cut. And he has now been left with what could only be described as a

'greatest hits' version of all the countless other Soarers that he's owned combined.

"I consider it to be something of the perfect Soarer now," he explains. "And it's all come together with the help of some amazing people in this industry. It leaves me with such a sense of pride now I get to enjoy the end result!"

And you know what? After all the blood, sweat and tears he's put into motors with this fabled badge on the back of them, we think it's the very least he deserves, don't you?! 

STYLING

Full respray in Audi Ipanema Brown; factory third-gen VTi body kit; custom smoothed arch extensions all-round (1in wider fronts and 2.5in wider rears); custom front lip; carbon fibre roof spoiler; Seibon carbon fibre bonnet; single side-exit exhaust outlet conversion.

TUNING

2.5-litre 1JZ-GTE straight-six engine; fully forged internals (comprising Brian Crower pistons, ARP head bolts and head gaskets); reworked cylinder head (comprising Brian Crower valves and springs, HKS 285 camshafts, HKS adjustable pulleys and ARP head gasket); Owen Developments 35/82 HTA 360-degree roller bearing turbocharger; custom Walton Fabrication's 6-branch manifold; TiAL 50mm external wastegate and screamer pipe; GReddy 100mm-core front-mount intercooler; custom 4in air intake with K&N cone air filter; 100mm throttle body; custom inlet manifold; Bosch 740cc fuel injectors; Audi R8 coil packs; alloy radiator; custom EMP Performance mandrel-bent and TIG-welded exhaust system; Link G4+ Extreme standalone ECU with custom Nispro Performance map.

TRANSMISSION

Factory R154 5-speed manual gearbox with Exedy twin-plate clutch; factory Soarer rear differential.

CHASSIS

9.5x18in (front) and 11x18in (rear) Cosmis Racing alloy wheels finished in Shadow Chrome; 235/40/18 (front) and 265/35/18 (rear) Nankang NS-2R tyres; D2 Performance air suspension struts with Air Lift Performance V2 management; PB Brakes 8-pot (front) and 6-pot (rear) disc brake setup with 356mm discs (all-round).

INTERIOR

Corbeau RS2 reclining bucket seats retrimmed with bronze stitching; retrimmed rear bench; MOMO steering wheel with quick-release boss; body-coloured trim panels; retrimmed and stitched gear gaiter, handbrake cover, armrest and door handles.

THANKS

Massive thanks to Walton at Nispro Performance for supplying the ECU, mapping, manifold, and all electrical installations to make it run like a dream; big thanks to Matt at Corbeau who made the interior happen for me; huge thanks to Matt Penning for the amazing spray job; and a big thank you to Ben Kmita at Silk Mead Paint and Body shop for his amazing work on building the rear arches.





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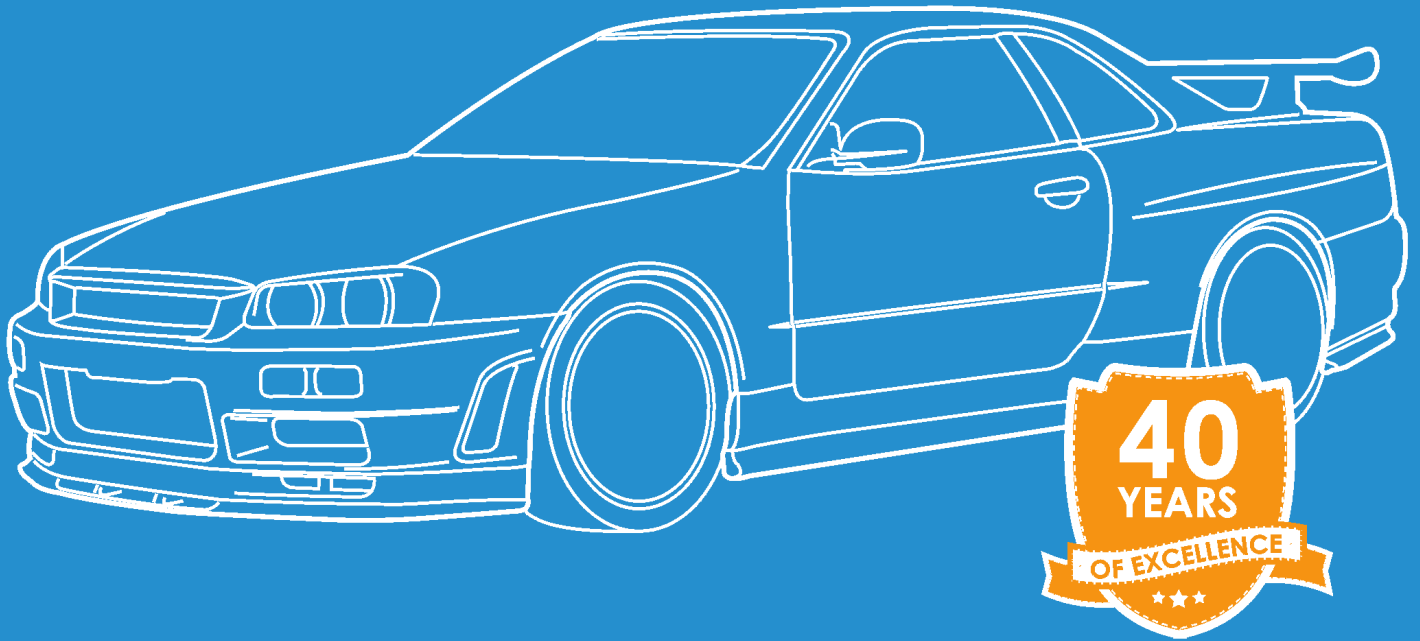


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ZERO EV TESLA-POWERED R32 DRIFTER

Marty McFly popped in to lend the boys at Zero EV his flux capacitor! And we're not even joking (we are).

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#FC PROJECT FREE FIDDY

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So far, the gearbox, diff and engine oils have been changed to premium Redline fluids, we've steam-cleaned just about everything humanly possible to steam clean and upgraded the brakes to a rather nice set of EBC performance discs and pads. To be fair, I think there's not a true petrolhead on the planet who wouldn't be damn happy to drive home in this 350Z already... but there's a long way to go before it'll be ready to give away at TRAX.

So, with that in mind, this month I thought I'd get on with one of the most important, if not THE most important, mods on the whole car. I'm talking, of course – suspension.

Now, I'm not saying the 350Z is clown-car high as standard, but it's certainly getting towards some sort of minor circus status. I guess that can be forgiven because it's more of a GT cruiser than nimble sports car, but even so, we want to beef up the handling on ours.

Our weapon of choice for this? A spanky set of PB coilovers. We've chosen this particular brand of bouncy bits for a few simple reasons.

First, we've used these on lots of FC projects over the years and we've always found them to perform exceptionally well; much better than many in the same sort of price range. They also offer all the 'bells and whistles', such as monotube dampers, multiple spring rates and 30-stage adjustable damping. The only reason they're such a relative bargain is because PB cut out the middle-man by delivering them straight from their factory.

I also like the fact that they come ready built-up with alloy top mounts, which means there's no need to risk life and limb by breaking out the spring compressors. This makes them super-quick to fit if you know what you're doing and even if you're a bit of a spanner-swinging numpty (*like you, you mean – Jules*), you should have no trouble getting these on with basic tools and a jack.

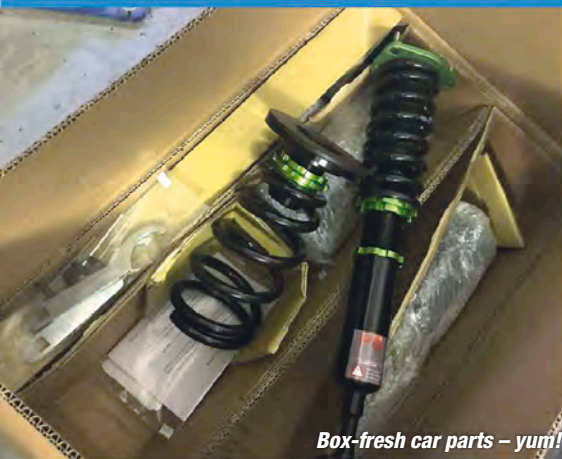
Anyway, I ordered a full kit last month and they landed in less than a week. For once, it took substantially less time than I thought to get the job done. Sure, we've been here before – we fitted air-ride on our Time Attack 350Z just four or five years ago. But the truth

is: I'm getting old and I forgot what was involved. On the bright side, though, it was a rather pleasant surprise when I realised all the plastics and guff in the boot didn't have to be stripped out to fit the rear shocks because they mount from the bottom, underneath the wheel arches.

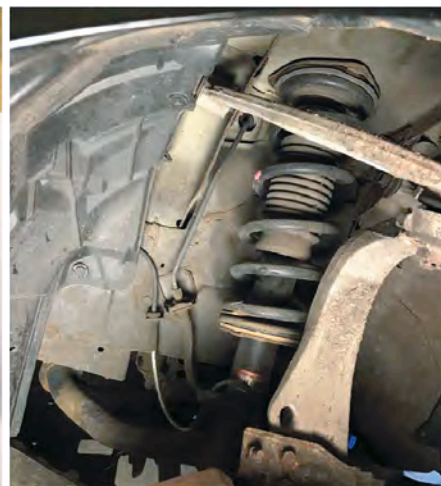
The front shocks were dead easy to fit too. It's just a case of dropping the bottom arms, undoing the top mounts, pulling the standard gear off and bolting up the new stuff. Lovely!

The only real problem I had along the way was that the front drop links were knocking more violently than our Jules' headboard when the new Victoria's Secret catalogue comes out. The little bastards absolutely refused to come off! Still, after a lot of temper tantrums and scraped knuckles, out came the grinder and short work was made of those, too.

That's one big job done but there's plenty more to do before I'll be happy to give the car away... well, I say happy, I'll actually be crying into my cornflakes when they make me hand over the keys... Midge



Box-fresh car parts – yum!



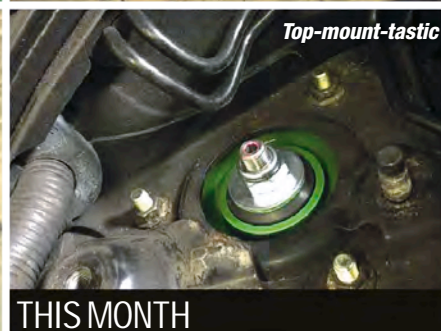
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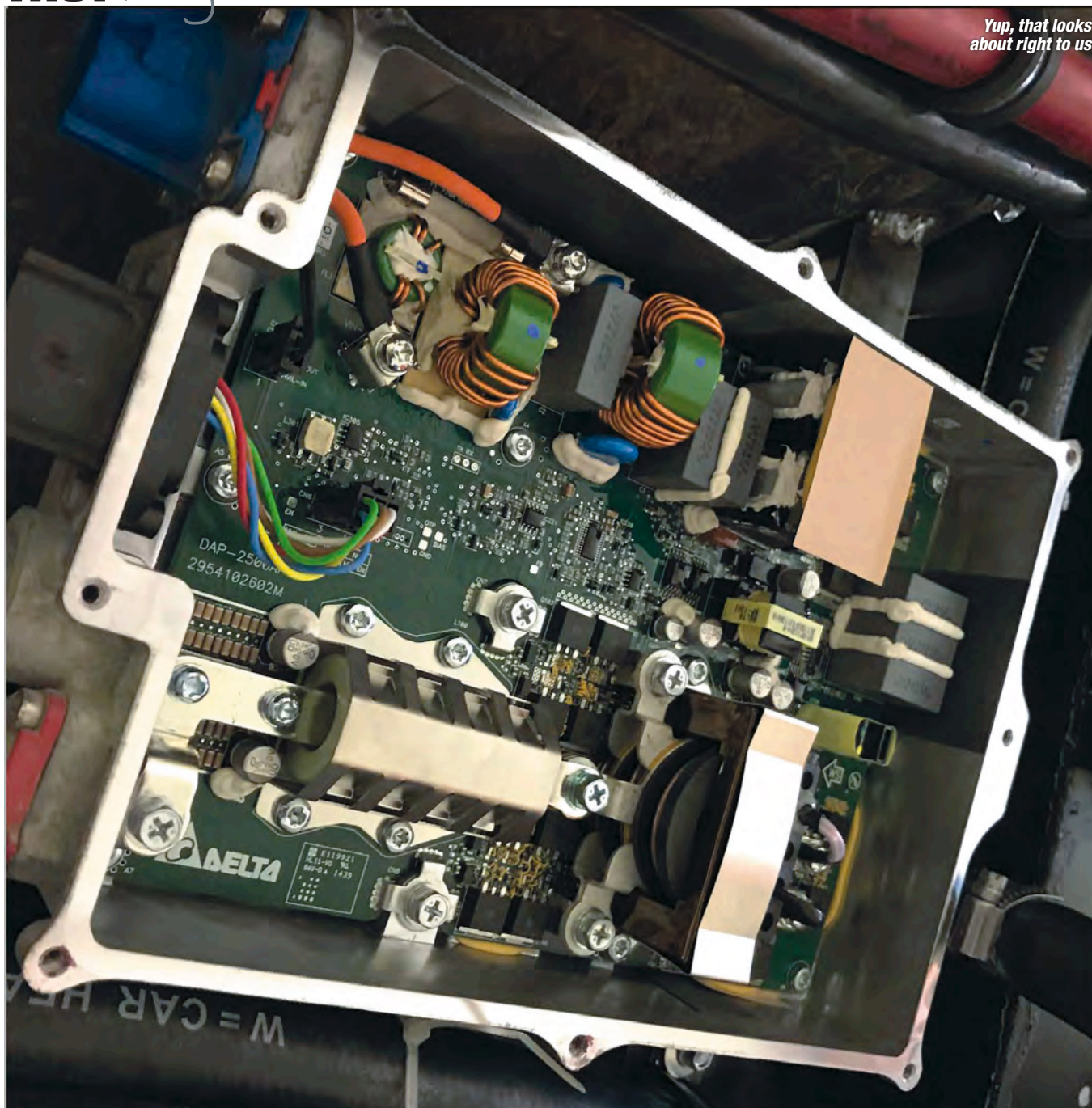
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ZERO EV R32 SKYLINE

THE BOYS AT ZERO EV GET WIRED. NO, NOT THAT TYPE OF WIRED...



We've made good progress this month and it won't be long until we can flick the switches and get testing. But before we do, we had to get totally wired...

The main thing to sort is the low voltage system, this deals with all the 12v power and relays for everything. We opted for a plastic board and chock blocks for this, it's not pretty but it is effective. It's the quickest and best way of testing because we can easily swap wires around. In a few months, when everything is finalised, we will solder it

all in place and mount the fuses and relays on something a bit more aesthetically pleasing and long-term.

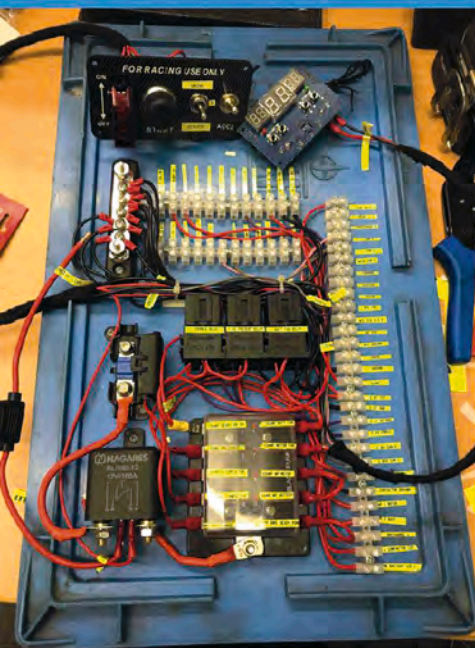
While the low voltage system requires more work, we have actually finished the high voltage junction box, which is good news as that's another thing to tick off the to-do list.

We've also managed to fit a pair of radiators up front, even though we are running an electric motor and not a typical combustion engine doesn't mean things

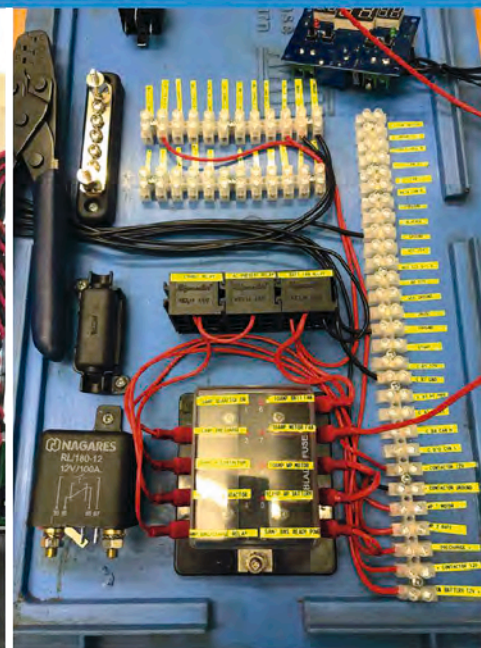
don't get hot, so these two units should provide enough cooling power to keep everything at peak temperature.

What else? Well, we decided to buy a set of 19s so we could test fit the PB suspension and get it all set up, we had to go for 19s simply to clear the whopping great 380mm rear brake discs. The wheels have some serious poke but they'll do a job while we get everything buttoned up.

Right, we've gotta go, as you can see we've got a lot to do...



*Looks pretty Flux
Capacitor-esque to us*



*Twin radiators will
keep things cool*



The PB coilovers are on



*19s allow for
monster brakes*



*More poke
than Facebook*

SPENT THIS MONTH

PB rear coilovers.....	£400
eBay Special 19-inch alloys.....	£120
TOTAL.....	£520

CONTACTS

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#Scene18

A bit of rain wasn't going to dampen the spirits of these Scottish car fans...

Bucketing down, pelting, pishin' doon, stoating, cats and dugs – the list goes on. Yes, apparently the Scots have more words for rain than the Eskimos do for snow! But it doesn't stop them getting out and about to events. Scottish Car Scene has been organising events since 2016, after organisers felt things were becoming stale. With a healthy dose of social media promotion, the #Scene events quickly started drawing in thousands of petrolheads from all over Scotland (with increasingly more coming from England too). The weather may have been against them here, but this was easily overcome by the cracking turnout and enthusiasm of the #Scene18 crew in Falkirk.

Now, social media may be the driving force, but on the night there was a distinctly old-skool feel. There was a complete disregard for the shite weather, a genuine mix of all types of cars from current to classic, and a nice relaxed vibe. Perfect. Then, when darkness fell and the burnouts began (some with comical levels of commitment!), it really was like the old days.

Although the Falkirk location was kept secret until just an hour before the event, this was no unruly invasion of an unsuspecting area. Organiser Chappy and the #Scene team had arranged permission from residents of the industrial estate and they even returned the next day for a massive rubbish clear up. A cracking event from #Scene – we look forward to the next one, but can someone please arrange for the sun to make an appearance? Top work, lads and lassies.



Snapper Ade went full on retro and brought his '79 Chrysler Horizon along for the night



Genuine BTCC bumper on your Primera? Nice



Runner-up car of the show, John Salton's Escort XR3i



Paul Demarco's Impreza won car of the show and was banging out tunes all night long



Billy Beadie's drift Fairlady project coming along nicely





Hannah Heep's MINI

Hannah's love affair with the MINI didn't get off to a great start. After passing her driving test in 2003, she bought an automatic, but found herself a week later with a blown 'box! You'd think that would have put her off, but she went back to driving school, learned to 'drive stick' and got this MINI One instead.

Originally a 'Baker Street' edition, the car is now a real show-stopper, thanks in large part to the hydraulics kit. There's no little air compressor behind the scenes here, this MINI has had a full Rayvern Hydraulics kit fitted by Trix in Dunfermline. The short wheelbase might be limiting full-on Snoop Dogg gangsta shizzle, but it's not far off being able to dance like a proper old-skool Yank lowrider.

There's been no scrimping on cosmetics here either, as you'll find a full custom colour change (picked out from a B&Q paint chart!). Inside, there's a quality retrim by Transcal with heated elements even added to the Recaros. Top that off with a mint green steering wheel, neo chrome detailing and Takata harnesses, and you've got a superb package – nice work, Hannah!



Runner-up car of the show, Jamie Gifford's Mitsubishi FTO



Chappy Organiser

Falkirk based organiser of #Scene18, 'Chappy', is a life-long petrolhead. This goes back to his childhood where family holidays were always based around visiting car shows across the UK. At 16, his dad bought him an £80 Mk4 Escort and nothing could stop him from there.

Chappy's creation 'Scottish Car Scene' was brought about to create more nights of old-skool cruising action, which had all but fizzled out. But it's clear that with some enthusiasm and promotion the love is still there for cruising. The regular #SpeedyThursdays meet attracts many locals and the big #Scene cruise events draws car fans from all over the UK.



It's a Skyline love thang



The English crew made the trip north



Ewan Stark's Lexus

In central Scotland you're never too far from Driftland, so there's always a high chance you'll meet someone that likes doing skids. You wouldn't guess it given its pretty extreme looks, but this is not only Ewan's first drift car but also his first ever project. He even learned to MIG and TIG weld through the build. Man's got skills, for sure.

Starting off with a stock 153bhp IS200, Ewan went straight for the big boy 1JZ twin-turbo and Supra gearbox. Fortunately, the swap was relatively straightforward: the Supra turbo version of the 1JZ shares the same basic design as the non-turbo 1JZ in the IS300. So bolting the engine in was no big deal. Being related to the original car also meant that the wiring was simple and Ewan has everything working, even the factory diagnostics. It's a far cry from many DIY conversions, especially first ones!

Suspension-wise, the Lexus is fully sorted with HSD coilovers with mentally stiff 20kg spring rates to suit Ewan's roll-hating tastes. Plus there's a Minty Fresh lock kit to deal with any extreme angle requests thrown at it.



PCD Fitment Guide

We couldn't list every single car in the history of the universe (we just don't have the pages). But here's the majority of the scene's core motors – and a few wacky OEM+ options too

Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005-)	5x110	65.1
	166 (1998-2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010-)	5x100	57.1
	A3 (8L 1996-2003)	5x100	57.1
	A3 (8P 2003-)	5x112	57.1
	A4 (8E 2000-2004)	5x112	57.1
	A4 (B8 2007-)	5x112	66.6
	A6 (1999-2011)	5x112	57.1
	A6 (2011-)	5x112	66.6
	A8 (4E 2002-2010)	5x112	57.1
	A8 (4H 2010-)	5x112	66.6
	RS6 (4B 2002-2004)	5x112	57.1
	S3 (1999-2003)	5x100	57.1
BMW	S3 (2006-)	5x112	57.1
	S4 (199-2001)	5x112	57.1
	TT 8J (2007-)	5x112	57.1
	TT 8N (2003-2007)	5x100	57.1
	Continental GT	5x112	57.1
Bentley	Continental GT	5x112	57.1
BMW	1 Series (2004-)	5x120	72.6
	3 Series E30 (1982-1990)	4x100	57.1
	3 Series E36-F30 (1990-)	5x120	72.6
	5 Series E28, E34 (1985-1995)	5x120	72.6
	5 Series E39 (1995-2003)	5x120	74.1
	5 Series E60-F11 (2003-)	5x120	72.6
	6 Series (1976-)	5x120	72.6
	7 Series (1977-)	5x120	72.6
	Z3 (1996-2003)	5x120	72.6
	Z4 (2002-)	5x120	72.6
Citroën	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998-2004)	4x108	63.3
	Focus (2004-)	5x108	63.3
	Focus RS (2009-)	5x108	63.3
	Ka (1996-2008)	4x108	63.3
	Mondeo (1993-2000)	4x108	63.3
	Mondeo (2000-)	5x108	63.3
	Puma (1997-2001)	4x108	63.3
	Sierra Cosworth (1990-1992)	4x108	63.4
Ferrari	StreetKa (2003-2006)	4x108	63.3
	355	5x108	67

Fiat	Punto (1993-)	4x98	58.1
	Coupe (1993-2000)	4x98	58.1
	Bravo (1995-)	4x98	58.1
Honda	Accord (2003-)	5x114.3	64.1
	CRX (1984-2000)	4x100	56.1
	Civic (1983-2006)	4x100	56.1
	Civic (2006-)	5x114.3	64.1
	Civic Type R (all)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003-2007)	5x114.3	66.1
Land Rover	Freelander (1998-2006)	5x114.3	64.1
	Freelander II (2006-)	5x108	63.4
	Range Rover II P38 (1995-2002)	5x120	70.1
	Range Rover Sport (2005-)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002-)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990-2005)	4x100	54.1
	MX-5 (2005-)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
	MG	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
	Mini (New)	4x100	56.1
Mitsubishi	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
Nissan	Colt (1992-2004)	4x100	56.1
	FTO	5x114	67.1
	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
Nissan	300ZX Z31/Z32 (1989-1992)	5x114.3	66.1

	350Z (2002-2009)	5x114.3	66.1
	370Z (2009-)	5x114.3	66.1
	GT-R (2008-)	5x114.3	66.1
	Juke (2010-)	5x114.3	66.1
	Micra (1993-2003)	4x100	59.1
	Micra (2010-)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989-2002)	5x114.3	66.1
	Sunny (1991-1995)	4x100	59.1
Peugeot	106 (4 stud 1992-2005)	4x108	65.1
	107 (2005-)	4x100	54.1
	205 (1986-1996)	4x108	65.1
	206 (1998-2009)	4x108	65.1
	207 (2006-)	4x108	65.1
	207CC (2007-)	4x108	65.1
	306 (1993-2001)	4x108	65.1
	307 (2001-2009)	4x108	65.1
	406 (1995-2004)	4x108	65.1
	406 Coupe (1996-2005)	4x108	65.1
Porsche	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976-1987)	4x108	57.1
	928 (1978-1995)	5x130	71.6
	944 (1987-1991)	5x130	71.6
	Boxster (1996-)	5x130	71.6
	Cayenne (2002-)	5x130	71.6
	Cayman (2004-)	5x130	71.6
	Panamera (2009-)	5x130	71.6
Renault	Clio (1990-)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996-2008)	4x100	60.1
	Megane 3 (2008-)	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
SEAT	Arosa	4x100	57.1
	Ibiza (2002-2008)	5x100	57.1
	Ibiza (2008-)	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon (2005-)	5x112	57.1
	Leon (-2005)	5x100	57.1
Skoda	Fabia	5x100	57.1
	Octavia (2005-)	5x112	57.1
	Octavia (-2005)	5x100	57.1
	Superb	5x112	57.1
Subaru	Impreza	5x100	56.1
	Impreza STI, WRX (1993-04)	5x100	56.1
	Impreza STI (2005-)	5x114.3	56.1
Suzuki	Swift (2005-)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
Toyota	Celica (-1999)	5x100	54.1
	Corolla (1987-2007)	4x100	54.1
	Corolla (2007-)	5x114.3	60.1
	MR2 (2001-)	4x100	54.1
	MR2 (-2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

Vauxhall	Astra F, G (1991-2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998-2004)	5x110	65.1
	Astra H (2004-2009)	4x100	56.6
	Astra H 5 stud (2004-2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993-) 4 stud	4x100	56.6
	Corsa C, D (2000-) 5 stud	5x110	65.1
	Insignia (2008-)	5x120	67.1
	Nova A (1982-1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
Volkswagen	Amarok (2010-)	5x120	65.1
	Bora (1998-2005)	5x100	57.1
	Caddy (1996-2003)	4x100	57.1
	Corrado (1988-1996)	4x100	57.1
	Corrado VR6 (1991-1996)	5x100	57.1
	EOS (2006-)	5x112	57.1
	Fox (2005-)	5x100	57.1
	Golf 1, 2, 3 (1979-1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991-1997)	5x100	57.1
	Golf 4 (1997-2004)	5x100	57.1
	Golf 5, 6 (2003-)	5x112	57.1
	Jetta (1985-1991)	4x100	57.1
	Jetta (2005-)	5x112	57.1
	Lupo (1998-2005)	4x100	57.1
	New Beetle (1998-)	5x100	57.1
	Passat (1983-1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996-)	5x112	57.1
	Phaeton (2002-)	5x112	57.1
	Polo (1994-2001)	4x100	57.1
	Polo (2001-)	5x100	57.1
	Scirocco II (1981-1992)	4x100	57.1
	Scirocco III (2008-)	5x112	57.1
	Touareg (2002-) diesel	5x130	57.1
	Touareg VR5 TDI (2002-2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003-)	5x120	65.1
	Vento (1992-1998)	4x100	57.1
	Vento VR6 (1995-1998)	5x100	57.1
Volvo	340	4x100	52.1
	C30 (2006-)	5x108	63.4
	C70 (1998-2006)	5x108	65.1
	S60R (2003-2010)	5x108	65.1
	S70 (1997-2000)	5x108	65.1
	S80 (1998-2006)	5x108	65.1
	V70 (2007-)	5x108	63.4



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KRISTA SILE'S CIVIC TYPE R

FC says Krista here bought her hot Civic with one sole purpose in mind: "I wanted to prove that FN2-shaped Type Rs can be cool, too!" she explains. Well, after a quick glance at the mean machine you've created, you've certainly persuaded us!

Let's address the most eye-catching modification first – that bright green wrap. Ensuring this car is never mistaken for its peers, it helps bring out those futuristic lines, especially when contrasted with darker bits on the car, like those Rota alloys.

From its extremely slammed ride height, you might not be surprised to hear it's rocking on air too, with the drop coming courtesy of Air Lift Performance and offering up a killer stance in the process.

That lively K20 motor up front hasn't been left untouched, either: now rocking a K&N intake and exhaust system to ensure the car's performance is more than a match for its jaw-dropping looks. Nice work!



SPEC: CIVIC TYPE R

MAIN MODS

Air Lift Performance air suspension system with V2 management; Rota SVN alloys in neo-chrome; green vinyl wrap; Phoenix Gold ICE install with custom boot build; HKS induction kit and exhaust system; gold carbon-dipped interior panels; Seeker rear spoiler.





DEXTER JAUNCEY'S AUDI A3

FC says: You might recognise Dexter's tasty A3 S-line from this very section of the magazine a few months back. We mentioned this FC-obsessed owner was getting ready to perform some exciting new mods in time for the 2018 summer show season. Well, we're happy to report he's nailed exactly what he set out to do, now in possession of a much fresher looking Audi in the process!

Switching up his silver Rotiform SPF alloys to make room for these darker RSE stunners from the same American firm, the car's also received a new front splitter and rear diffuser to ensure it's sitting even prettier when hard parked on its

Air Lift Performance suspension system. Talking of air, the Duracell battery-themed air tank install that now sits in the boot is nothing short of genius!

Some clever touches that already featured the first time around include those big Porsche brake calipers up front, a honeycomb grille and a Milltek cat-back exhaust system tied together with a stage 2+ remap.

There's also plans to drop in some bespoke Corbeau buckets in the coming months. Dexter would also like to thank his mate Connor for these rather epic pictures of his awesome ride. Nice work, dudes!

SPEC: AUDI A3

MAIN MODS

Air Lift Performance air suspension system with V2 management and Duracell battery-decorated air tank; 6-pot Porsche calipers; 18in staggered Rotiform RSE alloy wheels; custom front splitter and rear diffuser; honeycomb grille; Milltek cat-back exhaust system; stage 2+ remap.



DANIEL ABBOTTS' SEAT LEON CUPRA R

FC says: Proud dad Daniel Abbotts was keen to show off the awesome car he drives in the form of this tastefully modified SEAT Leon Cupra R.

"It's boasting subtle mods at the moment, but I think it stands out!" he tells us, highlighting how family life means the car's planned transformation into an all-out show stopper might take a little longer than originally planned.

Still, there's plenty to shout about already, such as the tweaked 1.8T motor up front that's

now packing around 260bhp. It revolves around breathing mods, like an induction kit, front-mount intercooler and full exhaust system, which ensures there's plenty of grunt and noise on offer at all times.

The Leon also benefits from a set of AP coilovers, with Bola alloys finished up in gold propping up each corner of the Spanish hatch now. Inside there's a tasty OMP wheel and there's plenty more to come.

SPEC: SEAT LEON CUPRA R

MAIN MODS

Gloss black custom made front lower splitter, gloss black custom rear diffuser fins; wide mouth conversion; JR induction kit; front-mount intercooler; de-cat exhaust system; Bola B1 alloys; AP coilovers; OMP steering wheel; boost gauge; stainless steel decat exhaust.



SPEC: BORA

MAIN MODS

Hand fabricated rear arches; resprayed Merlin purple with custom gold and silver clear coat; EGR delete; custom exhaust system; Remap; Pd150 turbo; Japan Racing alloys; coilovers; Highline interior; Pioneer touchscreen headunit; 3x JBL 12-inch subs; VIBE door speakers; US rear lights; Oettinger grille.

LEWIS SWEET'S VW BORA

FC says: If there's a car that represents the saying, 'if at first you don't succeed, then try, try again', it'll be this one. Proud owner, Lewis Sweet has been meaning to submit his VW into Readers' Rides for well over a year.

You see, just two days before he was due to pick the car up from its cosmetic surgery, the bodyshop he was using burnt down, taking half

of Lewis' car with it. But he didn't give up.

He dusted the ash off his shoulders, re-ordered the parts, and got to work with his mate. A year on, and after lots of blood, sweat and tears, it's back together and looking better than ever in that custom purple hue. Just goes to show, if you want something bad enough, you can get it. Two thumbs up from us!



SPEC: PUG 205

MAIN MODS

1360cc engine with Wossner pistons; ported head; Kent cam; twin 40 Webbers; 2-inch custom exhaust; Lester headlights and rear valance; Ecosse rear spoiler & front splitter; Sparco seats; Omp cage; Sparco strut brace; fuel tank and sump guard; hydro-dipped bonnet, bumpers and 15-inch Compomotive alloys; 309 GTi rear beam, front ARB, driveshafts, and wishbones; 205 GTi radiator; Avo coilovers; 306 GTi front brakes; fibreglass front wings.

JAMES TRIPP'S 205 RALLYE

FC says: How's this for a bit of old-skool cool? Pug 205s are becoming increasingly rare and James' example is one of the most sought-after models: the Rallye. This hasn't stopped him having a play though, and what you see right here is the result of 12-years of tinkering.

Look through the spec and you'll see that James has focused his attentions on the

performance side of things; rebuilding that engine with his own bare hands and a catalogue of iconic parts, it's now one of the highest spec 205s in the country.

James has embraced the ethos of Peugeot's Rallye and improved on it to create this stonker of a car, not bad for such a little fella (*what do you mean, that's not him in the pics?* – Jules)

SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (**larger than 1MB with no ghosting or logos, and you must have the photographer's permission**) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.



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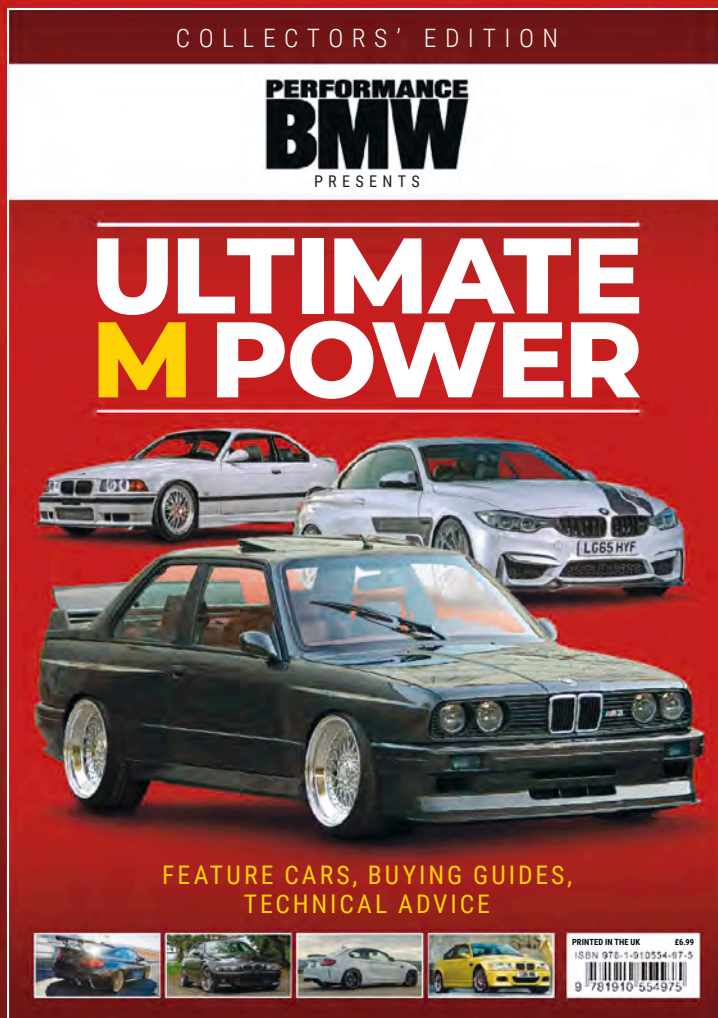
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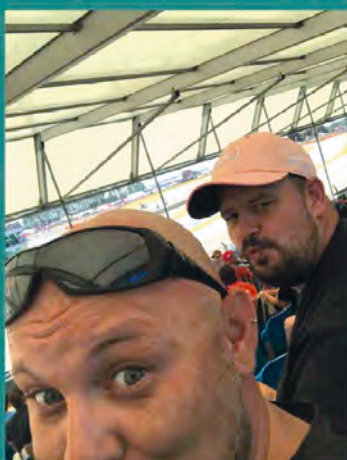
Quotes of the Month:



Midge: "It's right hot and steamy in my bedroom."

Jules: "You always say that!"

Midge: "Yeah, but this time I'm not lying; I think I'm gonna melt!"



Jules: "Are you excited about the British Grand Prix, then?"

Midge: "I would be if I didn't have to walk around with someone in a pink hat."



Shit driver

We spotted this bog roll stuffed into the door of Midge's Beetle the other day and assumed it was just in case he got caught short on the road... *(he's short everywhere, not just the road - Jules)*. Turns out said bog roll is for anyone silly enough to be a passenger. Thanks for the offer mate, but it'll be safer to walk.



Top rubber

When we asked the boys at Nankang if they could send us some rubber to test out, we weren't expecting a box full of these... although, to be fair, we can't think of a test we'd rather do. Maybe not on camera, though. "Rubber? Mine's so gigantic I just sling a tyre over it, luv!" Ahhh, the old ones are the best.



Freshly whipped

You know that overwhelming feeling of excitement you get when you're a vegan and you find something on the Mr Whippy van you can actually eat? Nope, neither do we, but it probably feels a little something like this...



A slimmer Slim

One of the most asked reader questions is if we're taking the Michael when we write about Jules' nutritional advice and him ruling the roost at Slimming World. Well, the answer is yes, and no. Jules does indeed attend his local club and is a genuine multiple award winner; as this picture clearly shows... we take the mickey because we just can't help it. Old habits die hard.



Text of the Month:
Do these phones ever bloody work? And who the hell is Tom?



TOP 5 VIDEOS

CHECK OUT MORE @ WWW.FASTCAR.CO.UK



PLAYERS CLASSIC

It's always one of our favourite events of the year and, although you've already seen our report from Goodwood, here's some top-class moving pics too.
www.fastcar.co.uk/videos/players-classic-2018/



1100HP CIVIC

With a ludicrous amount of horses, all-wheel drive and the ability to do a 7-second quarter-mile, could Frustrate's EG be one of the craziest Hondas ever conceived? Yes, yes it could.
www.fastcar.co.uk/videos/1100bhp-awd-honda-civic-eg/



RETRO JAP ROLL OUT

Love your old-skool Japanese stuff? Well that's exactly what you're getting here. Roll on the weird and the wonderful...
www.fastcar.co.uk/videos/retro-japanese-car-roll-out/



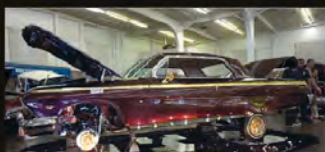
Dick-tionary corner

Our Midge stumbled upon a great new game last week that he likes to call 'Candle Countdown'. Unfortunately, we didn't get to ask Rachel Riley about her big ones at the top and the small ones in her bottom (or something like that), but he did get banned from Asda and doesn't have to do the shopping any more. Small victories and all that.



Random gifts

July not only brings the school holidays but, even worse than snotty-nosed kids all over the place, the FC team have to think up some suitable gifts for Midge's birthday. This year, the boys cracked it with some of the best yet. How about a Baldy's Buffer and a mug with a C on it... even though his real name is James? We can only imagine what that one's all about - good job he can't spell.



LOWRIDER SHOW

This one's actually called the Stockton Lowrider Car Audio Super Show... and, if you think that's a bit lairy, you should see the motors!
<https://www.fastcar.co.uk/videos/stockton-lowrider-car-audio-super-show/>



KAMIKAZE GT-RS

Who doesn't love a tuned Nissan GT-R, eh? Well, the good news is that there's plenty of 'em to give you your supercar fix. Lovely.
<https://www.fastcar.co.uk/videos/kamikaze-nissan-gt-r/>

BLAST FROM THE PAST ISSUE 282 OCTOBER 2009

In this very issue 9 years and 117 issues ago...

- Waseem's 'sweet like chocolate' Clio was all about being Super Fly and splashing the cash.
- There were scantily-clad girls at the Performance Vauxhall show. No really, there were.
- Air-ride was a rare and beautiful thing back then. Paul's amazing Jetta was one of the very first we ever featured.
- A Phase 1 Saxo? In FC? Too right there was, and this one was defining the Nu Rat scene in '09.
- DJ Robin's red oxide Fiesta is still one of our Midge's favourite features of all time. Super Fresh.
- The Gumball Rally may be celebrating its 20th anniversary this month but we featured Max Cooper's mental XJ220 in this very issue all those years ago. It's still a stunner to this day. The car, not Max.



NEXT MONTH IN FAST CAR* WE CELEBRATE...

...our



- ▶ **FREE** Stickers
- ▶ **FREE** Meguiar's Air Freshener
- ▶ **148** Page Special Edition

Then and Now Feature Cars

Golf Mk1 Vs Golf Mk7
Mk2 Escort Vs Focus RS
R32 Skyline Vs GT-R

Featured Metal

Mad E46 M3
Big Power Evos
Lowrider Civic EF
Wild Card
Bagged Imp



Out 'n' About

FittedUK – We hit Manchestaaaaaa
for an epic slice of stance

Retro Rides Gathering – Shelsley
Walsh's famous hill gets an old
skool hammering

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Product tests, Posters, Fast
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#400 on Sale Friday 14th September



*Subject to change because Midge might go too hard on the prosecco

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